

AGENDA

Major Projects Committee

April 12, 2007

9:00 a.m.

Location:

SANBAG Offices

1170 W. 3rd Street, 2nd Floor

San Bernardino, CA 92410

The Super Chief Room

Major Projects Committee Membership

Chair

John Pomierski, Mayor
City of Upland

Dennis Yates, Mayor
City of Chino

Robert Christman, Council
City of Loma Linda

Vice-Chair

Grace Vargas, Mayor
City of Rialto

Gwenn Norton-Perry, Mayor Pro Tem
City of Chino Hills

Paul M. Eaton, Mayor
City of Montclair

Paul Biane, Supervisor
County of San Bernardino

Kelly Chastain, Mayor
City of Colton

Paul Leon, Mayor
City of Ontario

Dennis Hansberger, Supervisor
County of San Bernardino

Mark Nuaimi, Mayor
City of Fontana

Diane Williams, Mayor Pro Tem
City of Rancho Cucamonga

Josie Gonzales, Supervisor
County of San Bernardino

Bea Cortes, Council Member
City of Grand Terrace

Pat Gilbreath, Mayor Pro Tem
City of Redlands

Gary Ovitt, Supervisor
County of San Bernardino

Larry McCallon, Council
City of Highland

Pat Morris, Mayor
City of San Bernardino

Richard Riddell, Mayor
City of Yucaipa

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

***The San Bernardino County Transportation Commission**, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency

Major Projects Committee

April 12, 2007
9:00 a.m.

LOCATION:
Santa Fe Depot
1170 W. 3rd Street, 2nd Floor, San Bernardino
The Super Chief Room

CALL TO ORDER – 9:00 a.m.
(Meeting chaired by Mayor John Pomierski.)

- I. Agenda Notices/Modifications
- II. Announcements

1. Possible Conflict of Interest Issues for the SANBAG Major Projects Meeting of April 12, 2007 Pg. 7

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Member abstentions shall be stated and recorded on the appropriate item in the minutes summary for each month.

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

2. Major Projects Attendance Roster Pg. 10

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

3. Approval of the February and March Meeting Minutes Pg. 12

Notes/Action

Consent Calendar Cont...

4. Construction Change Orders to On-going SANBAG Construction Contracts with Brutoco Engineering & Construction, Atkinson Contractors LP, Atkinson/MCM JV, Tony's Multi-Service Firm, Inc., Diversified Services, Inc., and Republic Electric Pg. 22

Review and ratify change orders. Darren Kettle

Discussion Calendar

5. Amendment No. 1 to Contract R07151 between the BNSF Railway Company, the City of San Bernardino, the County of San Bernardino and the San Bernardino Associated Governments (SANBAG) for construction and maintenance of a new grade separation at State Street/University Parkway Pg. 28

Approve Amendment No. 1 to Construction and Maintenance Agreement R07151 between BNSF Railway Company, the City of San Bernardino, the County of San Bernardino and SANBAG modifying contract language related to the BNSF contribution towards funding the project as outlined in the Financial Impact Section. **Darren Kettle**

This item will be reviewed by the Major Projects Committee on April 12, 2007. The item has been reviewed by Counsel.

6. Amendment to Design Services Contract with Parsons, Brinkerhoff, Quade, and Douglas (PBQ&D) for combining Interstate 215 Segment 5 with SR 210 High Speed Connectors to I-215 and additional scope of work associated solely to SR 210 Connectors Pg. 33

1. Approve Amendment No. 6 to Contract 99-030 with PBQ&D for design services to combine I-215 Segment 5 and the SR 210 High Speed Connectors into a single PS&E package and additional scope of work for High Speed Connectors in the amount of \$344,565 as described in the financial impact section, and

2. Approve Budget Amendment to the FY 2006/07 budget increasing revenues and expenditures in the amount of \$345,000 in TN 82007000, Cost Code 6010 as described in the financial impact section. TN 82007000 **Darren Kettle**

7. Amendments to Design Services Contracts with DMJM+Harris for the combining of Interstate 215 Segments 1&2 and combining Interstate 215 Segment 5 with SR 210 High Speed Connectors to I-215 Pg. 66

1. Approve Amendment No. 4 to Contract 02-009 with DMJM+Harris for design services to combine I-215 Segments 1&2 into a single Plans, Specifications, and Estimates (PS&E) package in the amount of \$393,185 as described in the financial impact section. TN 83407000
2. Approve Amendment No. 2 to Contract 04-008 with DMJM+Harris for design services to combine I-215 Segment 5 and the SR 210 High Speed Connectors into a single PS&E package in the amount of \$322,193 as described in the financial impact section.
3. Approve Budget Amendment to the FY 2006/07 budget increasing revenues and expenditures in the amount of \$716,000 in TN 83407000, Cost Code 6010 as described in the financial impact section. TN 83407000 **Darren Kettle**

8. 2007-2008 Budget – Major Projects Tasks Pg. 102

Receive Final Major Projects Tasks for the 2007/08 Budget
Darren Kettle

9. Acronym Listing Pg. 150
10. Additional Items from Committee Members
11. Brief Comments by General Public
12. Director's Comments

ADJOURNMENT

The next Major Projects Meeting
is May 10, 2007

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 ■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM 1

Date: April 12, 2007

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the SANBAG Board may not participate in the any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

| Item No. | Contract No. | Principals & Agents | Subcontractors |
|----------|--------------|--|---|
| 4 | 04-018 | Brutoco Engineering & Construction <i>Mike Murphy</i> | Ortiz – A.C. Alcorn Fencing Anderson Drilling Modern Alloys JV Landclearing Pavement Recycling ACL Moore Signs & Lighting Pacific Restoration Harbor Co. Reycon |

Approved
Major Projects Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

| | | | |
|---|-----------|---|--|
| | | | Sudhakar Avar-Campbell Franklin Reinf. Steel |
| 4 | 05-014 | Atkinson Contractors <i>Scott Lynn</i> <i>Kent Reiman</i> | All American Asphalt Modern Alloys Diversified Landscaping JV Land Clearing Valley Concrete Placing Coffman Specialties Alcorn Fence Coral Construction Sudhakar Company Dywidag Systems Highlight Electric Regional Steel Anderson Drilling |
| 4 | 05-005 | Atkinson Contractors <i>Scott Lynn</i> <i>Kent Reiman</i> MCM <i>H McGovern</i> | All American Asphalt Modern Alloys Diversified Landscaping JV Land Clearing Valley Concrete Placing Coffman Specialties Alcorn Fence Coral Construction Sudhakar Company Dywidag Systems Highlight Electric Regional Steel |
| 4 | 06-001 | Atkinson Contractors <i>Scott Lyon</i> <i>Kent Reiman</i> | None |
| 4 | 06-056 | Republic Electric <i>James A. Wagner, P.E.</i> <i>Vice President, Engineering</i> | Jones Backhoe Service, Inc. Fiberspan Communications |
| 4 | 06-065 | Tony's Multi Service Firm <i>Manuel Blanco</i> | None |
| 5 | 07-151-01 | BNSF <i>Walt Smith</i> | None |

| | | | |
|---|-----------|---|------|
| 6 | 99-030-06 | Parsons, Brinkerhoff, Quade and Douglas <i>Sam Tsao</i> | None |
| 7 | 02-009-04 | DMJM+Harris Victor Martinez | None |

Financial Impact: This item has no direct impact on the SANBAG budget.

Reviewed By: This item is prepared monthly for review by SANBAG Board and Committee members.

AGENDA ITEM 2
MAJOR PROJECTS COMMITTEE ATTENDANCE ROSTER - 2006

| Name | Jan. | Feb. | Mar. | April | May | June | July | Aug. | Sept. | Oct. | Nov. | Dec. |
|-------------------------|----------------------|-----------|------|-------|-----|------|------|-----------|-------|------|------|------|
| Paul Eaton | X | CANCELLED | X | | X | | X | CANCELLED | X | X | X | |
| John Pomierski | | | X | X | X | X | X | | X | X | | |
| Paul Biane | X | | X | X | | X | X | | X | | | |
| Deirdre Bennett | | | | | | | | | | | | |
| Kelly Chastain | X | | X | X | X | X | X | | | | | |
| Robert Christman | | | X | X | X | X | X | | | | X | |
| Bea Cortes | X | | X | X | X | X | X | | X | X | X | |
| Pat Gilbreath | X | | X | X | X | X | X | | X | | X | |
| Josie Gonzales | | | X | X | | X | X | | | X | | |
| Dennis Hansberger | | | X | | | | | | | X | X | |
| Larry McCallon | | | X | X | X | | X | | X | X | | |
| Pat Morris | (Judith Valles) X | | X | X | X | X | X | | X | X | X | |
| Gwenn Norton-Perry | | | | | | | | | | | | |
| Mark Nuaimi | | | X | | X | | X | | X | X | X | |
| Gary Ovitt | X | | X | X | | | | | | | | |
| Richard Riddell | X | | X | X | X | X | X | | X | | X | |
| Grace Vargas (Ed Scott) | X | | X | | | X | | | X | X | X | |
| Alan Wapner | X | | X | X | | X | X | | X | X | X | |
| Diane Williams | X | | X | X | | X | X | | X | X | X | |
| Dennis Yates | X | | | | | X | X | | | | | |

X - attended meeting.

The crossed-out boxes indicate members who were not on the committee as of that month.

The empty boxes indicate member who did not attend the meeting that month.

AGENDA ITEM 2
MAJOR PROJECTS COMMITTEE ATTENDANCE ROSTER – 2007

| Name | Jan. | Feb. | Mar. | April | May | June | July | Aug. | Sept. | Oct. | Nov. | Dec. |
|--------------------|------|------|------|-------|-----|------|------|------|-------|------|------|------|
| Paul Eaton | | X | | | | | | | | | | |
| John Pomierski | X | X | | | | | | | | | | |
| Paul Biane | X | X | X | | | | | | | | | |
| Kelly Chastain | X | X | X | | | | | | | | | |
| Robert Christman | X | X | X | | | | | | | | | |
| Bea Corfes | X | X | X | | | | | | | | | |
| Pat Gilbreath | X | X | X | | | | | | | | | |
| Josie Gonzales | X | | | | | | | | | | | |
| Dennis Hansberger | | | | | | | | | | | | |
| Larry McCallon | X | X | X | | | | | | | | | |
| Pat Morris | X | X | X | | | | | | | | | |
| Gwenn Norton-Perry | | X | | | | | | | | | | |
| Mark Nuaimi | X | X | | | | | | | | | | |
| Gary Ovitt | | | | | | | | | | | | |
| Richard Riddell | X | X | | | | | | | | | | |
| Grace Vargas | X | X | X | | | | | | | | | |
| Paul Leon | | X | X | | | | | | | | | |
| Diane Williams | X | X | X | | | | | | | | | |
| Dennis Yates | X | X | | | | | | | | | | |

- attended meeting.

The crossed-out boxes indicate members who were not on the committee as of that month.

The empty boxes indicate member who did not attend the meeting that month.

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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 3

Date: April 12, 2007

Subject: Major Projects Committee February and March meeting minutes

Recommendation:* Approve minutes for the February and March Major Projects Committee meeting.

Background: See attached.

Financial Impact: No financial impact. TN 81507000.

Reviewed By: This item will be reviewed by the Major Projects Committee on January 18, 2007.

Responsible Staff: Darren Kettle, Director of Freeway Construction

*

Approved
Major Projects Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

MINUTE SUMMARY

Major Projects Committee

February 15, 2007

9:00 a.m.

Location:

SANBAG Offices

1170 W. 3rd Street, 2nd Floor

San Bernardino, CA 92410

The Super Chief Room

Major Projects Committee Membership

Chair

John Pomierski, Mayor
City of Upland

Dennis Yates, Mayor
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Robert Christman, Council
City of Loma Linda

Vice-Chair

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Richard Riddell, Mayor
City of Yucaipa

San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency

Major Projects Committee

February 15, 2007

9:00 a.m.

LOCATION:

Santa Fe Depot
1170 W. 3rd Street, 2nd Floor, San Bernardino
The Super Chief Room

CALL TO ORDER – 9:00 a.m.

(Meeting chaired by Mayor John Pomierski.)

- I. Agenda Notices/Modifications
- II. Announcements

1. Possible Conflict of Interest Issues for the SANBAG Major Projects Meeting of February 15, 2007 Pg. 7

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Member abstentions shall be stated and recorded on the appropriate item in the minutes summary for each month.

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

2. Major Projects Attendance Roster Pg. 11

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

3. Approval of the January Meeting Minutes Pg. 13

Notes/Action

**See each item
for conflicts.**

Consent Calendar Cont'd

4. Construction Change Orders to Ongoing SANBAG Construction Contracts with Brutoco Engineering & Construction, Atkinson Contractors LP, and Atkinson/MCM JV, and Tony's Multi-Service Firm, Inc. Pg. 19

Review and Ratify Change Orders. TN 82407000. Darren Kettle

MOTION:
Eaton
SECOND:
Gilbreath
OPPOSED:
Biane
Motion carried

Discussion Calendar

5. Right of Way Acquisition and Utility Relocation for State Street/University Parkway Grade Separation. Pg. 33

Increase Authorized amount for Right of Way and Utility Relocations for State Street/University Parkway Grade Separation in an amount not to exceed \$1.15 million. TN 87107000. Darren Kettle

MOTION:
Morris
SECOND:
Cortes
Motion carried

6. Amendment No. 1 to Contract No. 03-015 with RMA Group for materials testing on SR 210 segments 9-11 and I-10 East projects Pg. 35

Approve Amendment No. 1 to Contract No. 03-015 with RMA Group for materials testing on SR 210 segments 9-11 and I-10 East projects in the amount of \$1,484,284 for a new not to exceed total of \$8,358,797 as detailed in the Financial Impact Section and extending the period of performance to June 30, 2009. Darren Kettle

MOTION:
Riddell
SECOND:
Nuaimi
OPPOSED:
Christman
Motion carried

7. Award of Contract No. 07088 with Caltrop for Construction Management Services for Ramona Avenue and Hunts Lane Grade Separation Pg. 45

Award of Contract No. 07088 with Caltrop for Construction Management Services for Ramona Avenue and Hunts Lane Grade Separation Phase I (Ramona Avenue) in an amount not to exceed \$2,215,854.69. Darren Kettle

MOTION:
Eaton
SECOND:
Norton-Perry
ABSTAINED:
Nuaimi
Motion carried.

8. Design Cooperative Agreement No. C07191 with Caltrans for State Route (SR) 210 Segment 11 – SR 210/I-215 High Speed Connectors Pg. 99

Approve Design Cooperative Agreement No. C07191 with Caltrans for the State Route 210 Segment 11 – SR 210/I-215 High Speed Connectors. Darren Kettle

MOTION:
Nuaimi
SECOND:
Cortes
Motion carried

9. Amendment No. 3 to Contract No. 03-013 with LAN Engineering for construction management services for SR 210 and I-10 East Projects including the Live Oak Canyon Interchange. Pg. 113

Approve Amendment No. 3 to Contract No. 03-013 with LAN Engineering for construction management services for SR 210 and I-10 East projects to include the Live Oak Canyon Interchange in the amount of \$2,514,812 as detailed in the Financial Impact Section and extend the period of performance to June 30, 2009. **Darren Kettle**

10. 2006 State Transportation Improvement Program (STIP) Augmentation Pg. 121

Information on 2006 STIP Augmentation.
Ty Schuiling, Andrea Zureick

11. Acronym Listing Pg. 127
12. Additional Items from Committee Members
13. Brief Comments by General Public
14. Director's Comments

Notes/Action

MOTION:
McCallon
SECOND:
Morris
ABSTAINED:
Nuaimi
OPPOSED:
Christman
Motion carried

**Information
Only**

None

None

None

ADJOURNMENT

**The next Major Projects Meeting
is March 15, 2007**

MINUTE SUMMARY

Major Projects Committee

March 15, 2007

9:00 a.m.

Location:

SANBAG Offices

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San Bernardino, CA 92410

The Super Chief Room

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City of Yucaipa

San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency

Major Projects Committee

March 15, 2007

9:00 a.m.

LOCATION:

Santa Fe Depot
1170 W. 3rd Street, 2nd Floor, San Bernardino
The Super Chief Room

CALL TO ORDER – 9:10 a.m.

(Meeting chaired by Mayor Grace Vargas)

- I. Agenda Notices/Modifications
- II. Announcements – Additional support material for Items 8 and 9 and revisions to Agenda Item 1 was distributed to the Committee.

CLOSED SESSION

Conference with Legal Counsel - Existing Litigation
SANBAG v. REYCO Erosion Control et al. Case Number RIC442491

1. **Possible Conflict of Interest Issues for the SANBAG Major Projects Meeting of March 15, 2007** Pg. 8

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Member abstentions shall be stated and recorded on the appropriate item in the minutes summary for each month.

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

2. **Major Projects Attendance Roster**

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Notes/Action

See each item for conflicts.

Pg. 11

Information Only.

Consent Calendar Cont...

3. Construction Change Orders to On-going SANBAG Construction Contracts with Brutoco Engineering & Construction, Atkinson Contractors LP, Atkinson/MCM JV, Tony's Multi-Service Firm, Inc., Diversified Services, Inc., and Republic Electric Pg. 13

MOTION:
McCallon
SECOND:
Cortes

Review and ratify change orders. Darren Kettle

Motion carried.

Supervisor Biane abstained from vote due to a disqualifying campaign contribution.

Discussion Calendar

4. Colton Crossing – Contract No. C07204 between State of California Department of Transportation (State) and San Bernardino Associated Governments (SANBAG) Pg. 26

MOTION:
Chastain
SECOND:
Cortes

Approve the Contract establishing the working relationship between the State and SANBAG (the parties) and the management framework for the use of \$2.2 million of Interregional Transportation Improvement Program (ITIP) funds for the Colton Crossing Project (project).
Darren Kettle

Motion carried.

5. Receive presentation about upcoming construction of the State Street/University Parkway grade separation in the City and County of San Bernardino Pg. 40

Received.

Receive presentation. Cheryl Donahue

6. Colton Crossing – Memorandum of Understanding (MOU) between Union Pacific Railroad Company (UP), BNSF Railway Company (BNSF) and San Bernardino Associated Governments (SANBAG) Pg. 42

MOTION:
Chastain
SECOND:
Morris

Approve the Colton Crossing MOU No. C07205 between UP, BNSF and SANBAG (the parties) memorializing the working relationship and the management framework for the Colton Crossing Project (project).
Darren Kettle

Motion carried.

7. Authorize the Request for Qualifications (RFQ) for the preparation of Plans, Specifications, and Estimate (PS&E) for I-10 Westbound Lane Addition Pg. 51

MOTION:
Gilbreath
SECOND:
Yates

Authorize staff to release RFQ No. C08002 for the I-10 Westbound Lane Addition PS&E. Darren Kettle

Motion carried.

| | | | <i>Notes/Action</i> |
|-----|---|--------|---|
| 8. | Professional Services Amendment No. 2 to Agreement No. 06-018 with Peckar and Abramson for legal services for Route 71 Landscape Project litigation Approve Amendment No. 2 to Agreement 06-018 with Peckar and Abramson increasing the not to exceed amount by \$150,000 for a total not to exceed amount of \$350,000 and making adjustments in hourly rates. TN 81807000 Darren Kettle | Pg. 74 | MOTION: Biane SECOND: McCallon Motion carried. |
| 9. | 2007/2008 Budget – Major Projects Tasks Receive Draft Major Projects Tasks for the 2007/08 Budget Darren Kettle | Pg. 77 | Received. |
| 10. | Project Development Advancement for 2nd Series of Railroad Grade Separation Projects Approve “Loaning” Measure I Valley Major Projects Funds to Fund Project Development Activities for 2 nd Series of up to Five (5) Railroad Grade Separation Projects to be repaid from Measure I 2010-2040 Arterial Funds Darren Kettle | Pg. 80 | MOTION: Yates SECOND: Biane Motion carried. |
| 11. | “Back-stop” Funding for Interstate 215 Segment 3 construction. Approve allocating up to \$23,607,000 in Measure I Valley Major Projects funds to “back-stop” any or all Projects of National and Regional Significance (PNRS) federal funding not available at the time Caltrans needs to obligate funding to advertise for bids for I-215 Segment 3 construction. This could result in the temporary use of up to \$23,607,000 as detailed in the Financial Impact Section. TN 83807000 Darren Kettle | Pg. 82 | MOTION: McCallon SECOND: Morris Motion carried. |

12. Acronym Listing
13. Additional Items from Committee Members
14. Brief Comments by General Public
15. Director's Comments

Pg. 84

Notes/Action

ADJOURNMENT

The next Major Projects Meeting
is April 12, 2007

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: April 12, 2007

Subject: Construction Change Orders to On-going SANBAG Construction Contracts with Brutoco Engineering & Construction, Atkinson Contractors LP, Atkinson/MCM JV, Tony's Multi-Service Firm, Inc., Diversified Services, Inc., and Republic Electric.

*Recommendation:** Review and ratify change orders.

Background: This item addresses on-going construction contracts with Brutoco Engineering & Construction, Inc, Atkinson Contractors LP, Atkinson/MCM JV, Tony's Multi-Service Firm, Inc, Diversified Services, Inc., and Republic Electric.

As directed by SANBAG Board action on September 1, 1999, the status of construction change orders (CCOs) is presented below:

- A. CN 04-018 with Brutoco Engineering & Construction for construction of I-10 Truck Climbing Lane project: No new CCOs have been approved since the last Major Projects Committee action.
- B. CN 05-014 with Atkinson Contractors, LP for construction of SR-210 Segments 9/10/11 Mainline project: No new CCOs have been approved since the last Major Projects Committee action.

Approved
Major Projects Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

- C. CN 05-005 with Atkinson Contractors/MCM JV for construction of SR-210 Segment 11 Early project: CCO No. 27, Supplement No. 2 (\$62,000.00 increase to complete reinforced concrete box culverts, and extra concrete finish work for the curb, gutter and driveway at a private property), CCO No. 31 (\$10,000.00 decrease to eliminate the finishing requirements on approach slabs, and move Punchlist Items to the 210 Mainline contract) and CCO No. 32 (to cover material escalation costs and associated fees for specialty work performed) have been approved since the last Major Projects Committee action.
- D. CN 06-001 with Atkinson Contractors, LP for construction of I-10 Median Mixed-Flow Lane project: No new CCOs have been approved since the last Major Projects Committee action.
- E. CN 06-016 with Tony's Multi-Service Firm, Inc. for construction of SR-210 Segment 1 Landscaping: No new CCOs have been approved since the last Major Projects Committee action.
- F. CN 06-017 with Tony's Multi-Service Firm, Inc. for construction of SR-210 Segment 2 Landscaping: No new CCOs have been approved since the last Major Projects Committee action.
- G. CN 06-064 with Diversified Services, Inc. for construction of SR-210 Segment 3 Landscaping: No new CCO's have been approved since the last Major Projects Committee action.
- H. CN 06-065 with Tony's Multi-Service Firm, Inc. for construction of SR-210 Segment 4 Landscaping: No new CCOs have been approved since the last Major Projects Committee action.
- I. CN 06-056 with Republic Electric for installation of the San Bernardino Valley Coordinated Traffic Signal System – Tier 2: No new CCO's have been approved since the last Major Projects Committee action.
- J. CN 07-095 with Atkinson Contractors, LP for construction of the I-215 5th Street Overcrossing: No new CCO's have been approved since the last Major Projects Committee action.

Financial Impact: This item imposes no financial impact, as all CCOs are within previously approved contingency amounts. TN 82407 and TN 86007.

Reviewed By: This item will be reviewed by the Major Projects Committee on April 12, 2007.

Responsible Staff: Darren Kettle, Director of Freeway Construction

CONTRACT CHANGE ORDER and CONTINGENCY BALANCE LOG

(Updated: 3/30/2007)

| CCO NO. | DESCRIPTION (S) = With Supplemental \$ | PAY MTD | TIME EXT. | CCO AMOUNT | % | TO DATE AMOUNT | CONTINGENCY BALANCE | R.E. SIGN. | CONTRACTOR TO FROM | CT / FHWA CONCURRENCE TO FROM | SANBAG APPROVAL TO FROM | DATE APPROVED | STATUS/REMARKS |
|--|---|---------|-----------|-------------|-------|----------------|---------------------|------------|--------------------|-------------------------------|-------------------------|---------------|------------------------|
| *CONTINGENCY & SUPPLEMENTAL WORK BUDGET >>> \$3,326,514.00 | | | | | | | | | | | | | |
| 1 | MAINTAIN ROADWAY AND TRAFFIC CONTROL ... | EWFA | 0 | \$20,000.00 | | | | 3/28/05 | 13/10/05 | 4/4/05 | 4/4/05 | 4/6/05 | Approved & Implemented |
| (S) | | | | \$20,000.00 | 0.06% | \$20,000.00 | \$ 3,306,514.00 | | 4/6/05 | << Approved Copies | | | |
| 1 S1 | ADDITIONAL FUNDS | EWFA | | \$40,000.00 | | | | 11/18/05 | N/A | N/A | 11/18/05 | 11/29/05 | Approved & Implemented |
| 2 | MAINTAIN EXISTING AND TEMPORARY ELECTRICAL SYSTEM | EWFA | 0 | \$20,000.00 | 0.13% | \$60,000.00 | \$ 3,266,514.00 | 3/29/05 | 11/30/05 | << Approved Copies | | | |
| (S) | | | | \$20,000.00 | | | | | 11/30/05 | 4/4/05 | 4/4/05 | 4/6/05 | Approved & Implemented |
| 2 S1 | ADDITIONAL FUNDS | EWFA | | \$60,000.00 | 0.06% | \$80,000.00 | \$ 3,246,514.00 | 12/21/05 | 4/6/05 | << Approved Copies | | | |
| (S) | | | | \$60,000.00 | | | | | N/A | N/A | 12/22/05 | 1/9/06 | Approved & Implemented |
| 2 S2 | ADDITIONAL FUNDS | EWFA | | \$70,000.00 | 0.19% | \$140,000.00 | \$ 3,186,514.00 | 7/17/06 | 1/9/06 | << Approved Copies | | | |
| (S) | | | | \$70,000.00 | | | | | N/A | N/A | 7/21/06 | 7/24/06 | Approved & Implemented |
| 3 | FEDERAL APPRENTICESHIP TRAINING | ACUP | 0 | \$14,400.00 | 0.22% | \$210,000.00 | \$ 3,116,514.00 | 4/6/05 | 7/24/06 | << Approved Copies | | | |
| (S) | | | | \$14,400.00 | | | | | 4/7/05 | 4/7/05 | 4/11/05 | 4/21/05 | Approved & Implemented |
| 4 | REMOVE ADDITIONAL TREES & CLEAR / GRUB TO FACILITATE UTILITY RELOCATION | EWFA | 0 | \$15,000.00 | 0.05% | \$24,400.00 | \$ 3,102,114.00 | 4/6/05 | 4/21/05 | << Approved Copies | | | |
| (S) | | | | \$15,000.00 | | | | | 4/7/05 | 4/7/05 | 4/11/05 | 4/21/05 | Approved & Implemented |
| 4 S1 | ADDITIONAL FUNDS | EWFA | 0 | \$15,000.00 | 0.05% | \$239,400.00 | \$ 3,087,114.00 | 7/6/05 | 4/21/05 | << Approved Copies | | | |
| (S) | | | | \$15,000.00 | | | | | 4/21/05 | N/A | 4/21/05 | 4/21/05 | Approved & Implemented |
| 5 | SWPPP MAINTENANCE | EWFA | 0 | \$40,000.00 | 0.13% | \$294,400.00 | \$ 3,032,114.00 | 5/8/05 | 7/27/05 | << Approved Copies | | | |
| (S) | | | | \$40,000.00 | | | | | 5/8/05 | 5/18/05 | 5/18/05 | 5/18/05 | Approved & Implemented |
| 6 | MAINTAIN EXISTING UTILITY FACILITIES | EWFA | 0 | \$15,000.00 | 0.05% | \$309,400.00 | \$ 3,017,114.00 | 8/11/05 | 8/17/05 | << Approved Copies | | | |
| (S) | | | | \$15,000.00 | | | | | 8/17/05 | 8/17/05 | 9/15/06 | 9/19/05 | Approved & Implemented |
| 6 S1 | ADDITIONAL FUNDS | EWFA | | \$85,000.00 | 0.27% | \$394,400.00 | \$ 2,932,114.00 | 10/14/05 | N/A | N/A | 10/19/05 | 10/25/05 | Approved & Implemented |
| (S) | | | | \$85,000.00 | | | | | 10/25/05 | << Approved Copies | | | |
| 7 | HIGHLAND-DELMANN WATER MADISON DRIVEWAY | EWFA | | \$15,800.00 | | | | 4/23/06 | 4/23/06 | 1/31/06 | 4/23/06 | 6/8/06 | Approved & Implemented |
| (S) | | | | \$4,200.00 | | | | 5/12/06 | 5/25/06 | 6/6/06 | 5/25/06 | 6/26/06 | Approved & Implemented |
| 8 | CONFINED SPACE ATTENDANT | EWFA | | \$20,000.00 | 0.06% | \$414,400.00 | \$ 2,912,114.00 | 6/8/05 | 8/8/05 | 6/10/05 | 6/10/05 | 6/15/05 | Approved & Implemented |
| (S) | | | | \$10,000.00 | | | | | 8/8/05 | 6/10/05 | 6/10/05 | 6/15/05 | Approved & Implemented |
| 8 S1 | ADDITIONAL FUNDS | EWFA | | \$20,000.00 | 0.03% | \$424,400.00 | \$ 2,902,114.00 | 11/21/05 | 8/15/05 | << Approved Copies | | | |
| (S) | | | | \$20,000.00 | | | | | N/A | N/A | 11/21/05 | 11/29/05 | Approved & Implemented |
| 9 | STATE STREET PILE DEPTH REVISION / PRE-DRILLING | ITEM | | \$2,805.00 | 0.06% | \$444,400.00 | \$ 2,882,114.00 | 7/19/05 | 11/20/05 | << Approved Copies | | | |
| (S) | | | | \$61,675.00 | | | | | 7/21/05 | 8/5/05 | 8/5/05 | 8/9/05 | Approved & Implemented |
| 10 | MAN MADE BURIED OBJECTS | EWFA | | \$15,000.00 | 0.20% | \$308,980.00 | \$ 2,817,534.00 | 8/15/05 | 8/17/05 | << Approved Copies | | | |
| (S) | | | | \$15,000.00 | | | | | 8/17/05 | 8/17/05 | 9/15/05 | 9/19/05 | Approved & Implemented |
| 10 S1 | ADDITIONAL FUNDS | EWFA | | \$20,000.00 | 0.05% | \$523,980.00 | \$ 2,802,534.00 | 12/22/05 | 9/19/05 | << Approved Copies | | | |
| (S) | | | | \$20,000.00 | | | | | N/A | N/A | 12/22/05 | 1/9/06 | Approved & Implemented |
| 11 | STATE STREET OPEN CHANNEL CABLE RAILING (SSSD) | EWAP | | \$7,693.72 | 0.02% | \$551,673.72 | \$ 2,774,840.28 | 12/8/05 | 12/8/05 | << Approved Copies | | | |
| (S) | | | | \$7,693.72 | | | | | 1/19/06 | << Approved Copies | | | |

San Bernardino Associated Governments
CONTRACT CHANGE ORDER and CONTINGENCY BALANCE LOG

(Updated: 3/30/2007)

SEGMENT 11 EARLY PROJECT
 CONTRACT No. 05-005

| CCO NO. | DESCRIPTION | PAY MTD | TIME EXT. | CCO AMOUNT | % | TO DATE AMOUNT | CONTINGENCY BALANCE | R.E. SIGN | CONTRACTOR TO FROM | CT/FHWA Concurrent TO FROM | SANBAG Approval TO FROM | DATE APPROVED | STATUS/REMARKS |
|---------|--|---------------------|-----------|--|--------|------------------------------|--|-----------------------------|-----------------------------|----------------------------|-----------------------------|---------------|------------------------------------|
| 12 | (S) = With Supplemental \$ ELECTRICAL SERVICE CONNECTION FEES | EWFA | 0 | \$15,000.00 | | | Revised >> \$566,673.72 \$ 2,759,840.28 | 8/15/05 9/15/05 | 8/4/05 9/21/05 | 8/17/05 8/30/05 | 9/22/05 9/28/05 | 9/27/05 | Approved & Implemented |
| 13 | TRAFFIC SIGNAL LOOPS @ HIGHLAND/MACY & HIGHLAND/CALIFORNIA | EWFA | | \$15,000.00 | 0.05% | | | 3/23/06 | 3/27/06 | 4/11/06 | 4/22/06 | 4/19/06 | Approved & Implemented |
| 14 | REMOVE AND REPLACE MUSCOY WATER LINE NORTH OF HIGHLAND | EWFA EWLS | | \$35,000.00 \$10,000.00 \$62,779.42 | 0.11% | \$601,673.72 \$ 2,724,840.28 | | 9/21/05 | 9/28/05 | 9/28/05 | 9/21/05 | 9/28/05 | Approved & Implemented |
| 14 S1 | ADDITIONAL MMWD UTILITY WORK ON STATE STREET | EWLS | | \$23,758.92 | 0.23% | \$674,453.14 \$ 2,652,160.86 | | 11/16/05 | 11/22/05 | 12/5/05 | 11/23/05 | 11/23/05 | Approved & Implemented |
| 14 S2 | MUCOY MUTUAL WATER SERVICE AT 19TH STREET & CALIFORNIA | EWLS | | \$31,073.00 | 0.07% | \$698,212.06 \$ 2,628,303.94 | | 11/13/06 | 11/14/06 | 11/29/06 | 11/14/06 | 11/30/06 | Approved & Implemented |
| 15 | REVISED MBGR STANDARD PLAN | NCNC | | \$31,073.00 | 0.06% | \$729,285.06 \$ 2,597,228.94 | | 1/3/06 | 1/19/06 | 4/3/06 | 1/31/06 | 4/5/06 | Approved & Implemented |
| 16 | PEDESTRIAN OPENINGS (CREDIT) STATE STREET BRIDGE | ADJ | | \$0.00 | 0.00% | \$729,285.06 \$ 2,597,228.94 | | 11/22/05 | 12/11/05 | 12/22/05 | 12/11/05 | 1/9/06 | Approved & Implemented |
| 17 | LOCAL STREET NAME SIGNS & NORM JOHNSON WAY CHANGE | EWUP ACUP | | \$3,595.72 \$9,915.00 \$14,510.72 | -0.01% | \$725,683.06 \$ 2,600,830.94 | | 4/5/06 | 4/14/06 | 4/20/06 | 4/28/06 | 5/3/06 | Approved & Implemented |
| 18 | MADISON/GARDENA KEYSTONE WALL AND MIXIN DRIVEWAY | EWFA | | \$13,500.00 | 0.05% | \$740,193.78 \$ 2,586,320.22 | | 12/14/05 | 12/26/05 | 1/11/06 | 1/15/06 | 1/18/06 | Approved & Implemented |
| 19 | ADJUSTMENT TO VARIOUS ELECTRICAL BID ITEMS | ACLS | | \$13,500.00 -\$9,105.04 | 0.04% | \$733,693.78 \$ 2,572,820.22 | | 8/4/06 | 8/4/06 | 8/10/06 | 8/25/06 | 8/4/06 | Still PENDING w/ Aiken - 2/05/07 |
| 20 | SOUNDWALL 196 | ITEM EWFA | | -\$9,105.04 -\$5,613.54 \$3,500.00 | -0.03% | \$744,588.74 \$ 2,581,925.26 | Revised >> 2nd Original Copy >>> | 12/11/06 | 12/18/06 | LOST | 12/18/06 | 2/20/07 | Revised Pending w/ Aiken 12/18/06 |
| 21 | CAJON OH BENT 2 ALTERNATIVE PILE | ITEM ADJ | | \$2,862.00 \$16,931.24 \$19,796.24 | -0.01% | \$742,275.20 \$ 2,584,238.80 | | 3/7/06 | 3/8/06 | 4/11/06 | 4/6/06 | 4/19/06 | Approved & Implemented |
| 22 | SIGN STRUCTURE SPEC CHANGE | ITEM EWFA ADJ | | -\$2,862.50 \$20,160.00 \$2,362.50 -\$2,354.00 \$20,000.00 | 0.06% | \$762,071.44 \$ 2,564,442.56 | Revised >> Revised >> Revised >> Revised >> | 3/19/06 6/5/06 7/5/06 | 3/4/06 6/8/06 7/13/06 | 4/6/06 6/24/06 | 3/4/06 6/8/06 7/13/06 | 11/6/06 | Approved & Implemented |
| 23 | TOE ISSUES AT 20TH STREET: BLOCK WALL | EWFA | | \$20,000.00 | -0.01% | \$759,717.44 \$ 2,566,796.56 | | 3/29/06 | 4/3/06 | 4/11/06 | 4/3/06 | 4/19/06 | Approved & Implemented |
| 23 S1 | ADDITIONAL FUNDS | EWFA | | \$20,000.00 | 0.08% | \$779,717.44 \$ 2,546,796.56 | | 1/18/07 | N/A | 1/24/07 | 1/24/07 | 1/24/07 | Approved & Implemented |
| 23 S2 | ADDITIONAL FUNDS & TIME ADJUSTMENT | EWFA | 65 | \$35,000.00 \$30,000.00 \$30,000.00 \$30,000.00 | 0.11% | \$814,717.44 \$ 2,511,796.56 | | 3/8/07 | 3/20/07 | << Approved Copies | | | Waiting for Contractor's Signature |

CONTRACT CHANGE ORDER and CONTINGENCY BALANCE LOG

(Updated: 3/30/2007)

| CCO NO. | DESCRIPTION (S) = With Supplemental \$ | PAY MTD | TIME EXT. | CCO AMOUNT | % | TO DATE AMOUNT | CONTINGENCY BALANCE | R.E. SIGN. | CONTRACTOR | | CT/FHWA Concurrence | | SANRAG Approval | | DATE APPROVED | STATUS/REMARKS |
|---------|--|----------------------|-----------|---------------|--------|----------------|---------------------|------------|------------|--------------------|---------------------|---------|-----------------|----------|---------------|---|
| | | | | | | | | | TO | FROM | TO | FROM | TO | FROM | | |
| 24 | MODIFICATIONS TO SSSD @ BASELINE: ADD'L RSP, HEADWALL & 600mm AP | EWFA | | \$30,000.00 | 0.09% | \$874,717.44 | \$ 2,451,796.56 | 6/1/06 | 6/6/06 | 6/14/06 | 6/6/06 | 6/21/06 | 6/4/06 | 6/26/06 | 6/26/06 | Approved & Implemented |
| 24 S1 | ADDITIONAL FUNDS - CCO CLOSE OUT | EWFA | | \$28,250.17 | | | | 1/31/07 | N/A | N/A | 2/1/07 | | 1/31/07 | 2/5/07 | 2/5/07 | Approved & Implemented |
| 25 | STATE STREET ADDIT'L SLOPE PAVING | ITEM | | \$38,250.17 | 0.08% | \$902,967.61 | \$ 2,423,546.39 | 5/11/06 | 5/19/06 | 6/23/06 | 5/19/06 | 6/23/06 | 5/11/06 | 6/26/06 | 7/12/06 | Approved & Implemented |
| 26 | MODIFICATIONS TO TIEBACK RETAINING WALL @ "L" LINE | EWLS | | \$43,050.00 | 0.13% | \$946,017.61 | \$ 2,380,496.39 | n/a | N/A | 7/13/06 | << Approved Copies | | | | | Approved & Implemented |
| 27 | SSSD MODIFICATIONS: INCREASE IN SIZE OF THE NO.3 CATCH BASINS | ACLS | | \$9,047.00 | 0.03% | \$955,064.61 | \$ 2,371,449.39 | 9/14/06 | 9/15/06 | 11/3/06 | 9/15/06 | | 9/14/06 | 9/15/06 | 11/6/06 | Approved & Implemented |
| 27 S1 | SSSD MODIFICATIONS ON STATE ST BETWEEN HIGHLAND AND ADAMS | ITEM EWFA ACLS | | \$36,750.00 | 0.12% | \$991,814.61 | \$ 2,334,699.39 | 10/16/06 | 10/16/06 | 10/18/06 | 10/16/06 | | 10/16/06 | 10/23/06 | 10/19/06 | Approved & Implemented |
| 27 S2 | ADDITIONAL FUNDS TO CCO 27 SSSD MODIFICATIONS | EWFA | | \$50,773.64 | 0.16% | \$1,042,588.25 | \$ 2,283,925.75 | 3/19/20 | 1/8/07 | N/A | << Approved Copies | | 3/20/07 | 3/28/07 | 3/27/07 | Approved & Implemented |
| 28 | DELETE SCHEDULE B, WORK MOVE TO MAINLINE PROJECT | ITEM ACLS | | \$62,000.00 | 0.18% | \$1,104,588.25 | \$ 2,221,925.75 | 11/30/06 | 3/28/07 | << Approved Copies | | | 12/4/06 | 12/14/06 | 12/1/06 | Approved & Implemented |
| 29 | ADDITIONAL U-BARS ON HIGHLAND WINGWALL PILES | EWLS | | -\$998,176.70 | -3.31% | \$47,565.52 | \$ 3,278,948.48 | 9/29/06 | 1/22/07 | << Approved Copies | | | 9/29/06 | 10/5/06 | 10/5/06 | Approved & Implemented |
| 30 | AC PRICE INDEX FLUCTUATION | ACUP | | \$8,500.00 | 0.03% | \$56,065.52 | \$ 3,270,448.48 | 11/3/06 | 10/10/06 | << Approved Copies | | | 11/7/06 | 11/7/06 | 12/6/06 | Process UNILATERAL.. Approved & Implemented |
| 30 S1 | SUPPLEMENT TO AC PRICE INDEX FLUCTUATION | ACUP | | \$121,395.44 | 0.36% | \$177,450.96 | \$ 3,149,063.04 | 1/11/07 | 12/11/06 | << Approved Copies | | | 12/4/06 | 12/11/06 | 12/11/06 | Process UNILATERAL.. Approved & Implemented |
| 31 | MOVE MORE WORK & PUNCHLIST ITEMS TO MAINLINE CONTRACT | ACLS NCNC | | \$8,994.16 | 0.03% | \$186,445.12 | \$ 3,140,068.88 | 3/16/07 | 1/22/07 | << Approved Copies | | | 3/27/07 | 3/28/07 | 3/27/07 | Approved & Implemented |
| | | | | -\$10,000.00 | -0.03% | \$176,445.12 | \$ 3,150,068.88 | | 3/28/07 | << Approved Copies | | | | | | |

[illegible]

SECTION

| SUMMARY OF OVERRUNS FOR ACTIVE ITEMS & CCO WORK | | | | | | |
|---|------------|---------------|---------|------------|--------------|---|
| ITEM NO. | \$ Overrun | | CCO NO. | \$ Overrun | | \$ Balance |
| | | \$ Balance | | | | |
| 8 | | \$-376.65 | 1 | | \$-1,245.64 | \$109,919.68 |
| 18 | | \$-3,306.24 | 2 | | \$-13,394.27 | |
| 20 | | \$-882.00 | 3 | | | |
| 29 | | \$-3,300.00 | 4 | | | |
| 30 | | \$-2,340.00 | 5 | | | |
| 42 | | \$-405,357.12 | 6 | | \$-11,162.92 | |
| 51 | | \$-175.00 | 7 | | | |
| 52 | | \$-45.00 | 8851 | | \$-362.48 | |
| 53 | | \$-26.40 | 9 | | | |
| 54 | | \$-118.30 | 10 | | | |
| 61 | | \$-1,080.80 | 11 | | | |
| 62 | | \$-1,970.24 | | | | |
| 66 | | \$-12,973.95 | 18 | | \$-6,775.12 | |
| 71 | | \$-9,087.30 | 23 | | \$-18,729.08 | |
| 85 | | \$-24,000.00 | 24 | | \$-28,250.17 | |
| 118 | | \$-40,972.95 | | | | |
| 138 | | \$-5,751.00 | | | | |
| 140 | | \$-4,429.00 | | | | |
| 143 | | \$-129.50 | | | | |
| 162 | | \$-10,920.00 | | | | |
| B1 | | \$-2,082.40 | | | | |
| B9 | | \$-6,573.50 | | | | |
| B20 | | \$-890.00 | | | | |
| | | | | | | As of Est. 25 (03/20/07) - Prepared 3/28/07 |
| | | | | | | Total Overrun -\$646,617.03 |

(For use towards the job completion)

| SUMMARY OF NET BALANCE FOR COMPLETED ITEMS & CCO WORK | | | | | |
|---|---|---|---------|---|---|
| ITEM NO. | \$ Overrun | \$ Balance | CCO NO. | \$ Overrun | \$ Balance |
| | True Economy (if economy per vector from the Summary of Consolidated) | True Economy (if economy per vector from the Summary of Consolidated) | | True Economy (if economy per vector from the Summary of Consolidated) | True Economy (if economy per vector from the Summary of Consolidated) |
| | | | | | |
| | | \$0.00 | | | |
| | | | | | As of Est. 25 03/20/07 - Prepared 3/28/07 |
| | | | | | Summary of Completed CCOs in the Project |

| SUMMARY OF ANTICIPATED COSTS (I.e. More Overruns, ewbs, ..) | |
|---|------|
| ANTICIPATED COSTS in the Project Status form >>> | \$ - |

This Amount is taken from OTHER ANTICIPATED COSTS in the Project Status form >>>

3/30/2007

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 5

Date: April 12, 2007

Subject: Amendment No. 1 to Contract R07151 between the BNSF Railway Company, the City of San Bernardino, the County of San Bernardino and the San Bernardino Associated Governments (SANBAG) for construction and maintenance of a new grade separation at State Street/University Parkway

Recommendation:* Approve Amendment No. 1 to Construction and Maintenance Agreement R07151 between BNSF Railway Company, the City of San Bernardino, the County of San Bernardino and SANBAG modifying contract language related to the BNSF contribution towards funding the project as outlined in the Financial Impact Section.

Background: The State Street/University Parkway Grade Separation project is one of five grade separation projects funded by AB 2928 funding (TCRP). In January 2007 the Board approved Contract R07151, an agreement in which specifies that BNSF will make a 10% contribution towards the project upon completion of construction. The agreement also specifies that SANBAG will construct the new grade separation over BNSF property and will then transfer the completed project to the City and County of San Bernardino. Provisions are set forth detailing responsibilities for SANBAG during construction and responsibilities between the City and County of San Bernardino for ongoing maintenance of the bridge and the attachments to the bridge, such as lighting after construction is complete.

*

Approved
Major Projects Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

Caltrans staff supports the Public Utilities Commission Railroad grade separation program and during their review of the originally approved agreement, they identified a contract language issue that they deemed unacceptable and would not recommend a PUC allocation of funds without a change in the language. The language change does not affect the BNSF contribution to the project nor does it have any other financial impact. The minor modifications are removing the phrase "not to exceed" in front of the BNSF contribution of \$1,884,281 and inserting the phrase "pursuant to applicable law."

Financial Impact: This action has no financial impact as this amendment simply removes the words "not to exceed" but maintains the exact same contribution of \$1,884,281 by BNSF to SANBAG upon completion of the project. TN 87107000

Reviewed By: This item will be reviewed by the Major Projects Committee on April 12, 2007. The item has been reviewed by Counsel.

Responsible Staff: Darren Kettle, Director of Freeway Construction

SANBAG Contract No. R07151-01

by and between

San Bernardino County Transportation Authority

and

BNSF Railway Company

for

Construction and Maintenance Agreement for State Street/University Parkway Grade Separation

FOR ACCOUNTING PURPOSES ONLY

| | | | |
|--|-------------------------|---|---|
| <input checked="" type="checkbox"/> Payable | Vendor Contract # _____ | Retention: | <input type="checkbox"/> Original |
| <input checked="" type="checkbox"/> Receivable | Vendor ID _____ | <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No | <input checked="" type="checkbox"/> Amendment |

Notes:

| | |
|---|--|
| Original Contract: \$ <u>1,079,621</u> | Previous Amendments Total: \$ _____ |
| | Previous Amendments Contingency Total: \$ _____ |
| Contingency Amount: \$ _____ | Current Amendment: \$ <u>0.00</u> |
| | Current Amendment Contingency: \$ <u>0.00</u> |

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 1,079,621

↓ Please include funding allocation for the original contract or the amendment.

| Task | Cost Code | Funding Sources | Grant ID | Amounts |
|-------|-----------|-----------------|----------|----------------------|
| 87109 | 5554 | BNSF | _____ | \$ <u>1,884,281R</u> |
| 87107 | 5554 | TCRP | _____ | \$ <u>160,000P</u> |
| 87108 | 5554 | TCRP | _____ | \$ <u>444,660P</u> |
| 87109 | 5554 | TCRP | _____ | \$ <u>200,000P</u> |

Original Board Approved Contract Date: 1/3/07 Contract Start: 1/3/07 Contract End: 6/30/09

New Amend. Approval (Board) Date: 5/2/07 Amend. Start: 5/2/07 Amend. End: 6/30/09

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

| | | | |
|-----------------------------|--|--|-------------------|
| Approved Budget Authority → | Fiscal Year: <u>06/07</u> \$ <u>160,000</u> | Future Fiscal Year(s) – Unbudgeted Obligation → | \$ <u>644,660</u> |
|-----------------------------|--|--|-------------------|

Is this consistent with the adopted budget? ☒ Yes ☐ No

If yes, which Task includes budget authority? 871

If no, has the budget amendment been submitted? ☐ Yes ☐ No

CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

☒ Intergovernmental ☒ Private ☐ Non-Local ☐ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☒ No ☐ Yes _____ %

Task Manager: **Darren Kettle**

Contract Manager: **Dennis Saylor**

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

Filename: R0715101css-das.doc

Form 28 06/06

SUPPLEMENTAL AGREEMENT

BNSF File No. 026106V
State Street/University Parkway
Grade Separation
U.S. D.O.T. No. 026106V

This SUPPLEMENTAL AGREEMENT is executed to be effective as of this _____ day of _____, 2007 ("Effective Date"), by and between BNSF RAILWAY COMPANY, a Delaware corporation ("BNSF"), the CITY OF SAN BERNARDINO, a body corporate and politic of the State of California ("CITY"), the COUNTY OF SAN BERNARDINO, a body corporate and politic of the State of California ("COUNTY"), and the SAN BERNARDINO ASSOCIATED GOVERNMENTS, a body corporate and politic of the State of California, hereinafter referred to as ("SANBAG").

RECITALS:

BNSF, City, County and SANBAG are parties to an agreement "Overhead Agreement", dated January 9, 2007, identified in BNSF's records as BNSF Contract No. BF 1942, which covers the construction of the State Street/University Parkway Grade Separation over and across BNSF's "Rail Corridor" and tracks in the City and County of San Bernardino, California.

The parties hereto are in agreement to the supplementing of the Overhead Agreement as follows:

AGREEMENT

IN CONSIDERATION of the premises, it is mutually agreed that the Overhead Agreement is hereby supplemented and amended as follows:

1. Article V, Section 9 of the Agreement is amended to read as follows:

BNSF's share of the Estimate Cost, hereinafter referred to as "BNSF's Share", shall be an amount of \$1,884,281. This amount shall constitute BNSF's contribution pursuant to applicable law towards project costs including Project construction costs. BNSF's share has been determined to be 10% of the calculated amount of the Project that is apportioned to BNSF being 69% of the Estimated Cost in the amount of \$27,195,700.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed and attested by its duly qualified and authorized officials as of the day and year first above written.

BNSF RAILWAY COMPANY

By: _____
Printed Name: Greg Fox
Title: Vice President Engineering

WITNESS:

[Signatures continued next page]

CITY OF SAN BERNARDINO

By _____
Patrick J. Morris
Its _____
Mayor

APPROVED AS TO FORM:

James F. Penman, City Attorney

By: _____

Date: _____

COUNTY OF SAN BERNARDINO

By _____
Paul Biane, Chairman
Board of Supervisors

**SIGNED AND CERTIFIED THAT A COPY
OF THIS DOCUMENT HAS BEEN DELIVERED
TO THE CHAIRMAN OF THE BOARD**

Dena Smith, Clerk of the Board
of Supervisors

By: _____
Deputy

APPROVED AS TO LEGAL FORM

Charles Scolastico, County Counsel
San Bernardino County, California

By: _____
Deputy

Date: _____

SAN BERNARDINO ASSOCIATED GOVERNMENTS

By: _____
Printed Name: _____ Dennis Hansberger
Title: _____ President - Board of Directors

APPROVED AS TO FORM:

Jean-Rene Basle
SANBAG Counsel

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 6

Date: April 12, 2007

Subject: Amendment to Design Services Contract with Parsons, Brinkerhoff, Quade, and Douglas (PBQ&D) for combining Interstate 215 Segment 5 with SR 210 High Speed Connectors to I-215 and additional scope of work associated solely to SR 210 Connectors

Recommendation:*

1. Approve Amendment No. 6 to Contract 99-030 with PBQ&D for design services to combine I-215 Segment 5 and the SR 210 High Speed Connectors into a single PS&E package and additional scope of work for High Speed Connectors in the amount of \$344,565 as described in the financial impact section, and
2. Approve Budget Amendment to the FY 2006/07 budget increasing revenues and expenditures in the amount of \$345,000 in TN 82007000, Cost Code 6010 as described in the financial impact section. TN 82007000

Background: This action is an amendment to a current consultant services contract. In 1999 through a competitive qualification based selection process, PBQ&D was selected to perform final design services for the State Route 210 Segment 11 project, the easterly most segment of the new SR 210 freeway and the segment that includes the SR 210 Freeway to Interstate 215 Freeway interchange. Two of the three distinct projects within Segment 11, the early bridge and soundwall project and the SR 210 Mainline project are nearing construction completion. The remaining project is known as Contract 3 and includes the high speed freeway to freeway connectors to I-215 and is in the last phases of final design.

As recent as the approval of the 2006 State Transportation Improvement Program (STIP) last year, due to annual fund targets established by the California Transportation Commission, SANBAG had planned to proceed to construction with Contract 3 in advance of I-215 Segment 5 by as many as 3 years because the 2006 STIP did not include funding for I-215 Segment 5.

Major Projects Committee

Date: April 12, 2007

Moved: *Second:*

In Favor: *Opposed:* *Abstained:* 0

Witnessed: _____

With the approval of Proposition 1B by California voters and when the CTC approves the STIP Augmentation program of Prop 1B later this year all of SANBAG's freeway projects included in the STIP, including all segments of the I-215 projects will be fully funded without limitation from annual targets as has been the case in the past several STIP cycles. The end result of the elimination of annual targets is that projects that were once "segmented" due to when funding was available, specifically projects on the I-215 corridor will now proceed on a more rational schedule of what makes sense from a constructability and staging perspective and eliminate throw away cost that would have occurred due to the two projects being construction separately. While DMJM+Harris will be responsible for the majority of the work required to combine these two projects, PBQ&D will have a level of effort to coordinate all of their previous design activities into the single PS&E package. The amount for these activities is budgeted at approximately \$172,000.

This amendment will also fund work to be performed that was not included in the prior scopes of work for Contract 3. The major items of additional work include coordination and design work associated with a private development adjacent to the freeway, additional design work to accommodate tubular type overhead signs rather than truss type signs, and perform permeability testing for a proposed infiltration basin. The total cost for the additional scope items is approximately \$157,000. The total cost of this amendment is \$344,565 which is the combination of the two work efforts identified above plus a 5% contingency.

Financial Impact: This action is not consistent with the FY 2006/07 budget and will require a budget amendment. The necessary Budget Amendment is to the FY 2006/07 budget increasing revenues and expenditures in the amount of \$345,000 in TN 82007000, Cost Code 6010. The revenue source is Measure I Valley Major Projects Fund Balance.

Reviewed By: This item will be reviewed by the Major Projects Committee on April 12, 2007.

Responsible Staff: Darren Kettle, Director of Freeway Construction

SANBAG Contract No. 99-030-06

by and between

the San Bernardino County Transportation Authority

and

Parsons Brinckerhoff Quade & Douglas, Inc.

for

Route 30/210 Design Services, Segment 11

FOR ACCOUNTING PURPOSES ONLY

| | | | |
|---|---------------------------------|---|---|
| <input checked="" type="checkbox"/> Payable | Vendor Contract # <u>99-030</u> | Retention: | <input type="checkbox"/> Original |
| <input type="checkbox"/> Receivable | Vendor ID _____ | <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No | <input checked="" type="checkbox"/> Amendment |

Notes:

| | | | |
|---------------------|---------------------|--|---------------------|
| Original Contract: | \$ <u>6,399,983</u> | Previous Amendments Total: | \$ <u>5,916,636</u> |
| Contingency Amount: | \$ <u>639,998</u> | Previous Amendments Contingency Total: | \$ _____ |
| | | Current Amendment: | \$ <u>328,157</u> |
| | | Current Amendment Contingency: | \$ <u>16,408</u> |

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL →

\$ 13,301,182

↓ Please include funding allocation for the original contract or the amendment.

| Task | Cost Code | Funding Sources | Grant ID | Amounts |
|--------------|-------------|-----------------|----------|-------------------|
| <u>82007</u> | <u>5553</u> | <u>MVPMI</u> | _____ | \$ <u>100,000</u> |
| <u>82008</u> | <u>5553</u> | <u>MVPMI</u> | _____ | \$ <u>244,565</u> |
| _____ | _____ | _____ | _____ | \$ _____ |
| _____ | _____ | _____ | _____ | \$ _____ |

| | | |
|--|---------------------------------|-------------------------------|
| Original Board Approved Contract Date: <u>05/05/99</u> | Contract Start: <u>05/12/99</u> | Contract End: <u>06/30/06</u> |
| New Amend. Approval (Board) Date: <u>05/02/07</u> | Amend. Start: <u>05/02/07</u> | Amend. End: <u>06/30/09</u> |

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

| | | | |
|-----------------------------|--|--|-------------------|
| Approved Budget Authority → | Fiscal Year: <u>06/07</u> \$ <u>100,000</u> | Future Fiscal Year(s) – Unbudgeted Obligation → | \$ <u>244,565</u> |
|-----------------------------|--|--|-------------------|

Is this consistent with the adopted budget? ☐ Yes ☒ No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☒ Yes ☐ No

CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

☐ Intergovernmental ☒ Private ☐ Non-Local ☒ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☒ No ☐ Yes _____%

Task Manager: **Darren Kettle**

Contract Manager: **Abunnasr Husain**

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

SANBAG Contract No. 99-030

Amendment No. 6

By And Between

San Bernardino County Transportation Authority

And

Parsons Brinckerhoff Quade & Douglas, Inc.

For

Rt. 30/210 Design Services Segment 11

This AMENDMENT No. 6 to SANBAG Contract No. 99-030 entered into as of this 2nd day of May 2007, by Parsons Brinckerhoff Quade & Douglas, Inc. (hereafter called CONSULTANT) and the San Bernardino County Transportation Authority (hereafter called AUTHORITY):

WHEREAS, AUTHORITY, under AUTHORITY Contract No. 99-030 has engaged the services of CONSULTANT to provide Final Design Engineering Service for State Route 210, Segment 11 and,

WHEREAS, the parties desire to amend the aforesaid contract scope of work;

NOW THEREFORE, the parties do mutually agree to amend Contract No. 99-030 as follows:

1. Extend the completion date of this contract to June 30, 2009.
2. To increase the contract amount by \$344,565.00 to a total not to exceed amount of \$13,301,182.00 for the additional scope of work indicated on Attachments A and B.
3. The additional cost of \$344,565.00 authorized by this amendment includes a contingency of \$16,408.00 for a total remaining project contingency of \$89,180.00. Utilization of the contingency is not permitted unless directed in writing by AUTHORITY Project Manager.
4. All other provisions and terms of the contract shall remain the same.

IN WITNESS THEREOF, the authorized parties have below signed:

San Bernardino Associated Governments

By: _____
Dennis Hansberger, President
AUTHORITY Board of Directors

Date: _____

Parsons Brinckerhoff Quade & Douglas

By: _____
Samuel W. Tso
Vice President

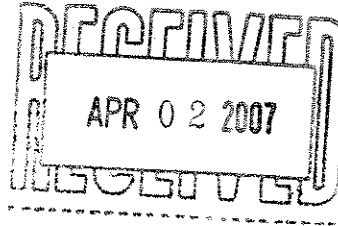
Date: _____

Approved as to form:

By: _____
Jean-Rene Basle, AUTHORITY
Counsel

Date: _____

ATTACHMENT A



**Parsons
Brinckerhoff
Quade &
Douglas, Inc.**

685 East Carnegie Drive
Suite 210
San Bernardino, CA 92408
909-888-1106
Fax: 909-889-1884

PB Project No. 12620C

March 30, 2007

Mr. Abunnasr Husain
San Bernardino Associated Governments
1170 W. Third Street 2nd Floor
San Bernardino, CA 92401-1715

Subject: SR-210 Segment 11 Contract 3 - Amendment No. 6, Part B

Dear Abunnasr:

Attached is our cost estimate and labor hour breakdown for additional work requested by SANBAG associated with combining the SR-210 Segment 11 Contract 3 PS&E with I-215 Segment 5 PS&E. Our understanding of the scope is that PB will prepare a stand-alone 95%, 100%, and final plan set and cost estimate for all work north of the established match line. Preparation of specifications, except for Structure specifications, and other bid related documents will be performed by others. PB will review said documents for compatibility with PB's plans and estimate bid items. Our scope is also based on the following assumptions:

1. Match lines are assumed to be "F" 151+80 and "TW2" 151+50. Some adjustment of these match lines is possible upon further coordination.
2. The mechanics of the revised PS&E packaging will be:
 - a. Update affected plans except for the Stage Construction & Traffic Handling plans to incorporate additional work from I-215 Segment 5 north of match lines and eliminate work south of match lines.
 - b. Update Drainage Report and Storm Water Data Report to incorporate additional work from I-215 Segment 5 north of match lines and eliminate work south of match lines. Other reports will remain as is.
 - c. Prepare independent Structure specifications. No change from original scope, however, some additional coordination will be required.
 - d. Prepare independent engineering estimate. No change from original scope, however, some additional coordination will be required.
3. Goal for 95% PS&E submittal is September 2007.
4. Future submittals of SR-210 Segment 11 Contract 3 and I-215 Segment 5 to Caltrans will be coordinated to be at the same time so reviewers look at the combined package from both firms.
5. Additional coordination effort will be required.



The cost to perform the scope of work described above is summarized as follows:

| | |
|----------------------|---------------|
| Traffic / Electrical | \$ 56,627.59 |
| Civil / Highways | \$ 96,450.12 |
| Drainage | \$ 19,007.02 |
| Total | \$ 172,084.73 |

Should you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads 'David K. Thomas'.

David K. Thomas
Project Manager
PB Americas, Inc.

cc: Martha Garcia
File



SR-210 SEGMENT 11
CONTRACT 3 SHELF UPDATE
MANPOWER ESTIMATE - PB
Additional Scope

| Item 1 | Traffic / Electrical | | | | | | | | | | | | |
|----------|----------------------------------|-------------------|-----------------------------|-----------------------------|------------------------------------|---------------------------|----------------------------|-----------------------------|-----------------------------|--------------------|----------------|---------------|--------------------|
| TASK NO. | ACTIVITY | Project Principal | Project Manager (D. Thomas) | Project Manager (M. Komoto) | Sr. Traffic Engineer (D. Serafica) | Civil Engineer (D. Tohme) | Civil Engineer (C. Runyan) | Roadway CADD (R. Yoshimura) | Roadway CADD (D. Rodriguez) | Engineer (H. Hsia) | PB TOTAL HOURS | PB TOTAL COST | Televent Farradyne |
| 06.13.31 | Pavement Delineation, Quantities | | 165.00 | 151.25 | 145.48 | 95.29 | 80.66 | 107.11 | 101.94 | 86.63 | 69 | 8,733.54 | |
| 06.13.31 | Coordination effort | | | | 35 | 4 | | 34 | | | 8 | 1,010.36 | |
| 06.14.31 | Sign Plans, Details, Quantities | | | | 71 | | | 70 | | | 141 | 17,826.78 | |
| 06.14.31 | Coordination effort | | | | 4 | 4 | | 4 | | | 8 | 1,010.36 | |
| 06.15.31 | Electrical | | | | 45 | | | 45 | | | 90 | 11,366.55 | |
| 06.22.31 | ITS | | | | | | | | | | 0 | | \$16,680.00 |
| | TOTAL | 0 | 0 | 0 | 159 | 0 | 0 | 157 | 0 | 0 | 316 | \$ 39,947.59 | \$ 16,680.00 |

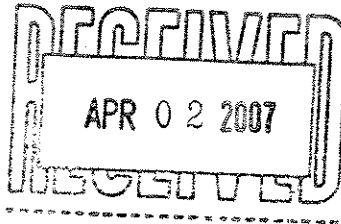
| Civil / Highway | | | | | | | | | | | | |
|-----------------|-----------------------------|-------------------|-----------------------------|-----------------------------|------------------------------------|---------------------------|----------------------------|-----------------------------|-----------------------------|--------------------|----------------|---------------|
| TASK NO. | ACTIVITY | Project Principal | Project Manager (D. Thomas) | Project Manager (M. Komoto) | Sr. Traffic Engineer (D. Serafica) | Civil Engineer (D. Tohms) | Civil Engineer (C. Runyan) | Roadway CADD (R. Yoshimura) | Roadway CADD (D. Rodriguez) | Engineer (H. Hsia) | PB TOTAL HOURS | PB TOTAL COST |
| 06.01.31 | Roadway Sheets | | 16 | 151.25 | 145.48 | 95.29 | 80.66 | 107.11 | 101.94 | | 415 | 41,259.21 |
| 06.05.31 | Construction Details Sheets | | 4 | | | 309 | | | 90 | | 45 | 4,566.89 |
| 06.06.31 | Contour GR Sheets | | 16 | | | 41 | | | 0 | | 160 | 16,361.76 |
| 06.11.31 | Utility Plans | | 2 | | | 144 | | | 10 | | 40 | 4,017.52 |
| 06.01.31 | RAW Requirement Sheets | | 8 | | | 20 | | | 12 | | 40 | 4,449.08 |
| 06.01.31 | Retaining Wall Sheets | | 4 | | | 16 | | | | | 0 | 2,104.64 |
| 0.02 | QA/QC | | 50 | | | 50 | | | 18 | | 118 | 14,849.42 |
| 06.01.31 | Coordination efforts | | 30 | | | 40 | | | | | 70 | 8,761.60 |
| TOTAL | | 0 | 130 | 0 | 0 | 648 | 0 | 0 | 130 | 0 | 888 | \$ 96,450.12 |

| Item 3 Drainage | | | | | | | | | | | | | |
|-----------------|---|-------------------|-----------------------------|-----------------------------|------------------------------------|---------------------------|----------------------------|-----------------------------|-----------------------------|--------------------|----------------|---------------|--------------------|
| TASK NO. | ACTIVITY | Project Principal | Project Manager (D. Thomas) | Project Manager (M. Komoto) | Sr. Traffic Engineer (D. Serafica) | Civil Engineer (D. Tohme) | Civil Engineer (C. Runyan) | Roadway CADD (R. Yoshimura) | Roadway CADD (D. Rodriguez) | Engineer (H. Hsia) | PB TOTAL HOURS | PB TOTAL COST | Televent Farradyne |
| | | | 165.00 | 151.25 | 145.48 | 95.29 | 80.66 | 107.11 | 101.94 | 86.63 | | | |
| 06.07.31 | Modification in Drainage Plans & Profiles (D-sheets, DP-sheets) | | | 8 | | | 8 | | 36 | 32 | 84 | 8,297.28 | |
| 06.07.31A | Complete 95% PS&E on-site drainage report. | | | 6 | | | 8 | | 20 | 30 | 66 | 6,492.98 | |
| 06.07.31A | Revise & Complete 95% SWDR. | | | 12 | | | 4 | | | 24 | 40 | 4,216.76 | |
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TOTAL

\$ 172,084.73

ATTACHMENT B



**Parsons
Brinckerhoff
Quade &
Douglas, Inc.** 685 East Carnegie Drive
Suite 210
San Bernardino, CA 92408
909-888-1106
Fax: 909-889-1884

PB Project No. 12620C

March 30, 2007

Mr. Abunnasr Husain
San Bernardino Associated Governments
1170 W. third Street, 2nd Floor
San Bernardino, CA 92401-1715

Subject: SR-210 Segment 11 Contract 3 - Amendment No. 6, Part A

Dear Abunnasr:

Attached is our cost estimate and labor hour breakdown for additional work requested by SANBAG and other additional work we have identified to be out of scope. The following is a cost summary and description of the additional scope items.

COST SUMMARY:

| | | |
|--------|---|---------------------|
| Item 1 | Perform Aerially Deposited Lead (ADL) investigation on I-215 within the project limits. | \$ 18,825.00 |
| Item 2 | Perform asbestos investigation for the 27 th Street Overcrossing removal. | \$ 6,474.00 |
| Item 3 | Perform additional soil investigation to support retaining wall revisions resulting from flatter slopes. | \$ 13,254.00 |
| Item 4 | Perform permeability testing for proposed infiltration basins. | \$ 29,894.00 |
| Item 5 | Perform additional design work to upgrade all truss type overhead signs to tubular type on I-215 within the project limits. | \$ 33,944.52 |
| Item 6 | Perform additional coordination and design work associated with the Hillwood development adjacent to I-215. | \$ 53,680.23 |
| | TOTAL | \$156,071.75 |

ADDITIONAL WORK DESCRIPTION:

Item 1 – Perform Aerially Deposited Lead (ADL) investigation on I-215 within the project limits.

An ADL investigation was not previously performed on the I-215 within the project limits and is required by Caltrans. SANBAG has requested that this be included in the scope of work to be performed by PB. PB's geotechnical subconsultant Group Delta Consultants, Inc. will perform this work.



Item 2 – Perform asbestos investigation for the 27th Street Overcrossing removal.

An asbestos investigation was not previously performed on the I-215/27th Street Overcrossing and is required by Caltrans. SANBAG has requested that this be included in the scope of work to be performed by PB. PB's geotechnical subconsultant Group Delta Consultants, Inc. will perform this work.

Item 3 – Perform additional soil investigation to support retaining wall revisions resulting from flatter slopes.

Based on discussions with Caltrans regarding new flatter slope requirements, retaining wall limits have been extended to avoid right of way acquisition and maintain 1:4 slopes in lieu of 1:2 slopes. This requires additional foundation investigation to support these retaining wall extensions. PB's geotechnical subconsultant Group Delta Consultants, Inc. will perform this work.

Item 4 – Perform permeability testing for proposed infiltration basins.

Three infiltration basins have been proposed to comply with Caltrans storm water treatment requirements. Infiltration basins are Caltrans preferred treatment BMP which requires analyzing the feasibility of this device prior to considering other options. This analysis requires determination of the permeability of the soil where each basin is proposed. This work was not previously scoped into the work to be performed as can be seen from the absence of geotechnical effort associated with updating the Storm Water Data Report in PB's current contract with SANBAG. PB's geotechnical subconsultant Group Delta Consultants, Inc. will perform this work.

Item 5 – Perform additional design work to upgrade all truss type overhead signs to tubular type on I-215 within the project limits.

SANBAG has requested that all existing truss type overhead signs on I-215 within the project limits be upgraded to tubular type to provide a consistent overhead type sign structures on this route. PB will perform this design work.

Item 6 – Perform additional coordination and design work associated with the Hillwood development adjacent to I-215.

The Hillwood development is located along the west side of the I-215 north of the SR-210. A series of coordination meetings were held with the City, Caltrans, and the developer to work out compatibility issues between the proposed development and proposed freeway improvements and right of way requirements. Additional surveying and design work was also required to develop grading alternatives and analyze a drainage channel. This work was performed by PB and PB's subconsultant Associated Engineers, Inc. and we considered this outside the scope of PB's current contract with SANBAG.



Should you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads 'David K. Thomas'.

David K. Thomas
Project Manager
PB Americas, Inc.

cc: Martha Garcia
File



Certified MBE

Geotechnical Engineering

Geology

Hydrogeology

Earthquake Engineering

Materials Testing & Inspection

Forensic Services

August 8, 2006

PARSONS BRINCKERHOFF
685 Carnegie Drive, Suite 210
San Bernardino, CA 92408-3507

Attention: Mr. David Thomas

Subject: Scope of Work and Cost Estimate
Additional Investigation
State Route 210, Segment 11 Project
San Bernardino County, California
GDC Project No. I-177

Dear David:

In response to your request, we are pleased to submit this scope of work and cost estimate for the additional investigation of SR 210 Segment 11 in San Bernardino County, California.

Background

The SR 215 and SR 210 interchange reconstruction is part of the Segment 11 of SR 210 project. A GDR and a number of SFRs were prepared by Group Delta Consultants for the project. We are very familiar with the geotechnical issues for this project.

Scope of Work

Based on your request following is a list of the tasks:

1. ADL investigation for I-215 from SR-210 to University Street
2. Foundation Study (one mile new soundwall on edge of shoulder adjacent to golf course)
3. Foundation study (revised retaining walls)
4. Asbestos investigation for 27th Street OC removal

AERIAL DEPOSITED LEAD (ADL)

GDC will perform ADL studies for this segment. Following is our brief description of our tasks.

Task I – Pre-Field Activities

We will prepare a Health and Safety and Work Plan for field activities. The Health and Safety Plan includes guidelines for the use of personal protective equipment and sampling procedures. The work plan will include procedures of sampling and laboratory analysis.

Task II – Soil Sampling

42 Hand auger borings will be used to collect samples at 6-inch and 12-inch depth for preliminary testing. The borings will backfilled with cuttings generated from the hand auger activities.

Task III – Laboratory Analysis

The samples will be extracted using EPA Test Method 3050B and analyzed for total lead using EPA Test Method 6010B.

After the analysis, selected samples with high lead concentration may be re-tested for soluble lead by extracting using EPA Test Method 3010B and analyzed for soluble lead EPA Test Method 6010B and the standard Waste Extraction Test (WET) to determine STLC and TCLP.

Task IV – Report Preparation

GDC will prepare a Preliminary ADL report. Our report will document field and laboratory procedures and provide a preliminary assessment of lead contamination.

Foundation Study (soundwall and retaining walls)

Our field program will consist of 10 borings for the soundwall and 3 borings for the retaining walls (20 to 40 feet deep). Relatively undisturbed (SPT and Rings) and bulk samples of representative soil layers will be obtained at appropriate depth intervals (typically 5 feet). We will prepare a proposed boring location plan for review and approval by Caltrans. We are experienced in working with Caltrans and City Public Works Departments in obtaining the necessary permits for the field exploration program. The field program will be carefully planned and



coordinated with Caltrans / City agencies to minimize any impact on the flow of traffic, and to maintain proper safety precautions. We have assumed that no hazardous materials are present at the site.

Our laboratory-testing program will be aimed at evaluating the engineering and chemical (corrosion) properties of the site soils. The exact scope of the laboratory program will depend on the soil conditions encountered during our field exploration. However, for planning purposes, we have considered the following types of tests:

- In Situ Moisture Content and Density
- Direct Shear
- Grain Size Analyses
- Atterberg Limits
- Soluble Sulfate Content, pH

The results of the field, laboratory, geologic and engineering evaluations will be presented in an appropriately illustrated report. The report will contain a project and site description, discussions of the geologic and seismic setting, summary of engineering studies, recommendations and conclusions pertaining to the design and construction of the proposed project, plus logs of the field explorations and laboratory test results. We will also provide LOTBs for the walls.

Our recommendations will address the following:

- Earthwork criteria (clearing, grubbing, subgrade preparation, excavation, fills).
- Lateral earth pressures for retaining wall design.
- Recommendations for passive resistance for selection of the standard soundwall drilled piles.
- Allowable bearing pressure for Caltrans Standard CIP wall design.
- Evaluation of soil corrosivity with respect to steel and concrete.

Schedule

We can start the work within one week of your authorization to proceed. Obtaining a Caltrans drilling permit can take up to four weeks. We anticipate that the fieldwork can be completed within one week after receiving the Caltrans permit. Laboratory testing of the soil samples collected can take up to three weeks. Our report will be submitted three week after receiving the results of the laboratory tests. Our final report can be completed within two weeks of receipt of all comments.



Asbestos investigation for 27th Street OC removal

Scope and budget will be submitted later.

Fees

Our fee will be based on cost plus fixed fees in accordance with our contract rates. We estimate the cost will be:

ADL investigation
Foundation Study (one mile new soundwall)
Foundation study (revised retaining walls)
Asbestos investigation for 27th Street OC removal
(Budget for this task will be submitted later)

18,825 DKT
\$ 22,643
~~\$ 17,815~~ DKT
\$ 13,254

We will not exceed these fees unless we encounter significant unexpected problems; or scope changes, in that event, we will discuss the situation with you before incurring any additional cost. Details are provided in the attached Table 1.

The above fee estimate covers services provided through the completion of our report. Supplemental post-report services will be provided, as needed, on a time and materials basis in accordance with our standard Schedule of Fees in effect at the time the work is performed. Geotechnical services that we typically provide after the submittal of our report include design-phase consultations and meetings, review of foundation and grading plans, responses to questions from local regulatory agencies, as well as field observation and soil testing services during construction. Budgets for such services can be presented as the project progresses.

SUPPORT NEEDED FROM CLIENT

The schedule and budget estimate presented above is based on the understanding that you will provide the following support prior to start of field work:

- Site plan and/or topographic map
- Underground utility plans
- Proposed wall plans
- Permit Fees



CONCLUDING REMARKS

Please feel free to call us if you have any questions on the contents of this proposal.

If you accept the terms of this proposal and you wish us to perform the proposed services, please document your authorization to proceed by returning a countersigned copy of this letter or issuing some other type of written authorization.

Sincerely,
GROUP DELTA CONSULTANTS, INC.



Shah Ghanbari, P.E.
Chief Operating Officer

The undersigned, being duly authorized, hereby accepts and specifically agrees to be bound by the above document and exhibits attached hereto, and authorized Group Delta Consultants, Inc. to undertake the items of work described in the above document.

AGREED TO THIS _____ DAY OF _____, _____.

SIGNATURE _____

NAME _____

TITLE _____



Notes:

GROUP DELTA CONSULTANTS, INC.

cost.xls Cost

9/8/2008



Certified MBE

Geotechnical Engineering

Geology

Hydrogeology

Earthquake Engineering

Materials Testing & Inspection

Forensic Services

August 16, 2006

PARSONS BRINCKERHOFF
685 Carnegie Drive, Suite 210
San Bernardino, CA 92408-3507

Attention: Mr. David Thomas

Subject: Scope of Work and Cost Estimate
Additional Investigation – Asbestos Survey
State Route 210, Segment 11 Project
San Bernardino County, California
GDC Project No. I-177

Dear David:

In response to your request, we are pleased to submit this scope of work and cost estimate for the asbestos survey for 27th Street Overcrossing removal as part of the SR 210 Segment 11 in San Bernardino County, California. This task will be performed by our subcontractor Panacea, Inc.

It is our understanding that the survey has been requested to provide information regarding the potential presence and location of asbestos-containing materials (ACMs) as part of the planned demolition of the bridge.

OBJECTIVE

The objective of the work summarized in this proposal was to assess the likelihood that asbestos is present in concentrations greater than 1 percent in suspect, accessible construction materials.

TECHNICAL APPROACH

Our technical approach and the scope of work for the asbestos survey will include the following three tasks:

TASK 1 - REVIEW BRIDGE PLANS AND PREPARE BASE MAPS

We will use existing bridge plans as base maps documenting our survey findings.

TASK 2 - SITE RECONNAISSANCE AND SAMPLING STRATEGY

We propose to conduct a site reconnaissance to identify the locations of potential ACMs. The reconnaissance will be performed by a California Division of Occupational Safety and Health Certified Asbestos Consultant (CAC) and/or Certified Site Surveillance Technician (CSST) working under the direction of the CAC. We will obtain a Caltrans permit prior to our sampling.

Bulk samples of suspect accessible construction materials will be collected by the asbestos consultant, and submitted to an independent laboratory for analysis using polarized light microscopy (PLM) (U.S. Environmental Protection Agency [EPA] Method - 600/R-93-116). The laboratory used will be accredited by the National Voluntary Laboratory Accreditation Program.

This survey will be performed in general accordance with the standard procedures recommended by the EPA to perform asbestos surveys. The EPA sampling method to be used in this survey is based on the statistical probability that construction materials similar in color and texture contain similar amounts of asbestos. In areas where the material appears to be homogeneous in color and texture over a wide area, bulk samples will be collected at discrete locations. In unique or nonhomogeneous areas, discrete samples of potential ACMs will be collected.

TASK 3 - DATA EVALUATION AND REPORT PREPARATION

After the data have been gathered, they will be evaluated for technical accuracy and uncertainty. One report will be prepared to summarize the survey findings. The report will include figures showing the sample collection locations and summary tables that list the description of materials sampled, sample locations, laboratory analysis results, and comments.

ESTIMATED COST

Our fee will be based on cost plus fixed fees in accordance with our contract rates. We estimate the cost will be \$7,400. We will not exceed these fees unless we encounter significant unexpected problems; or scope changes, in that event, we will discuss the situation with you before incurring any additional cost. Details are provided in the attached Table 1.



Representative bulk will be collected by removing a small portion of the selected material. In some cases, materials may be removed to access or check for potential ACMs behind them. Although care will be taken during survey, the repair for the portions of materials removed from the onsite is outside the scope of work presented in this proposal.

The above fee estimate covers services provided through the completion of our report. Supplemental post-report services will be provided, as needed, on a time and materials basis in accordance with our standard Schedule of Fees in effect at the time the work is performed.

SCHEDULE

The work described herein is anticipated to be completed in approximately 3 to 5 weeks from the scheduled survey date. Verbal laboratory analysis results of the samples collected can be provided within 3 working days after the collection of the bulk samples, based on the review and availability of the laboratory analysis results.

SUPPORT NEEDED FROM CLIENT

The schedule and budget estimate presented above is based on the understanding that you will provide the following support prior to start of field work:

- Site plan and/or topographic map;
- Existing and proposed plans; and
- Permit Fees

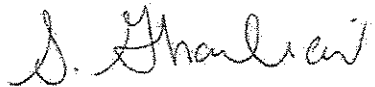
CONCLUDING REMARKS

Please feel free to call us if you have any questions on the contents of this proposal.



If you accept the terms of this proposal and you wish us to perform the proposed services, please document your authorization to proceed by returning a countersigned copy of this letter or issuing some other type of written authorization.

Sincerely,
GROUP DELTA CONSULTANTS, INC.



Shah Ghanbari, P.E.
Chief Operating Officer

Attachment:
Table 1 Cost Estimate

The undersigned, being duly authorized, hereby accepts and specifically agrees to be bound by the above document and exhibits attached hereto, and authorized Group Delta Consultants, Inc. to undertake the items of work described in the above document.

AGREED TO THIS _____ DAY OF _____, _____.

SIGNATURE _____

NAME _____

TITLE _____



TABLE 1 - Revised COST ESTIMATE (asbestos Survey-27th Street Overcrossing removal)
SR 210 - Segment 11 - San Bernardino

[illegible]

| | | |
|--------|--------|----|
| 9/2/02 | 86,474 | DK |
|--------|--------|----|

Notes:



February 5, 2007



PB Americas, Inc
685 East Carnegie Drive, Suite 210
San Bernardino, CA 92408-3507

Certified MBE

Attention: Mr. David Thomas

Geotechnical Engineering

Subject: Geotechnical Investigation for three Infiltration Basins
State Route 210, Segment 11 Project
City of San Bernardino, California
GDC Project No. I-177

Geology

Hydrogeology

Earthquake Engineering

Materials Testing &

Injection

Forensic Services

Dear David:

At your the request we have prepared a scope of work and cost estimate for performing field permeability testing at three Infiltration basins. The scope of work and cost estimate is attached. Group Delta completed a similar investigation for six basins in 2003.

We appreciate the opportunity to continue our work on this important project. If you have any questions or require additional information, please call us at 949-609-1020.

Very truly yours,

GROUP DELTA CONSULTANTS, INC.

Shah Ghanbari, P.E.
President

**Proposal for Geotechnical Investigation
Three Infiltration Basins
State Route 210, Segment 11 Project
City of San Bernardino, California
GDC Project No. I-177**

Project Description

We understand that infiltration basins are proposed at three new locations at the site of the SR 210 Segment 11 project in the City of San Bernardino, California. The locations of the basins are shown in Figure 1. GDC conducted a similar study for six basins previously. The location of the previous basins and the new proposed basins are shown in Figure 2.

Scope of Work

General

The geotechnical investigation will be performed in general accordance with the requirements of the Appendix B, Approved Treatment BMPs, Caltrans Storm Water Quality Handbooks, Project Planning and Design Guide, September 2002, pages B-9 through B-13.

Field Exploration Program

Initial Geotechnical Investigation

Initial geotechnical investigation required for the site selection consists of Part A: Determination of groundwater, and Part B: Determination of soil classification, pH, organic content, and cation exchange capacity, and clays/silt fraction. The existing data provides adequate information for Part A; the groundwater at the site is deeper than 45 m and is not an issue for the selection of the Basins.

Detailed Field Investigation

Part A: Detailed Subsurface Investigation

Due to the presence of deep borings at the two of the three sites, we believe that no additional borings will be needed at two basins. No borings are present at one location (Basin Location 9). Detailed subsurface investigation will be performed at one site only. One boring will be drilled to 8-m depth at the Site (basin 9) where no existing boring is present. Samples will be obtained at 1.5 m intervals to the depth of 8 meters. Extra samples will be obtained in the zone of 2 m below the basin invert. Bulk samples will be collected in the 0-2 m depth zone to perform



laboratory testing required for Initial Investigation. All drilling will be performed by hollow stem auger rig.

We have assumed that the boring locations are readily accessible and can be reached by conventional drilling equipment. Following completion of borings, the boreholes will be backfilled with excavated soils, and the surface patched with asphalt, where pavement is present.

The field program will be carefully planned and coordinated with each appropriate agency to provide acceptable traffic control, as needed, and minimize any impact on the flow of traffic in the work area.

Laboratory Testing Program

A laboratory testing program will be performed to evaluate the physical properties and engineering characteristics of the subsurface materials encountered. The testing program will include moisture content and dry density tests, grain size analysis, pH, organic content, cation exchange capacity, and laboratory permeability tests.

Part B: In-hole Infiltration Rate Testing

The in-hole permeability testing will be performed by the falling head permeability test as described in the Groundwater Manual, U.S. Bureau of Reclamation. A total of two locations will be tested at each basin locations. The zone of the testing will be between the bed of the infiltration basin and a depth of 2.3 meters. A 250 mm hollow stem auger boring will be drilled to a depth of 2.3 m below the elevation of the basin. The bottom 0.3 m of the boring will be sealed with bentonite chips. A 100 mm perforated pipe will be placed in the hole in the zone of interest (2 m below the bottom of the basin elevation) and a solid casing will be continued to the ground surface. The zone above the perforated casing is also sealed with bentonite. The zone between the perforated casing and boring will be filled with gravel. The well will be presaturated 24 hours before the test and the test will be performed by filling the well with water and recording the level with time. Two tests will be performed at each location. The lowest permeability rate will be reported.

Engineering Analyses and Report

Based on the findings from our field and laboratory programs, we will report the results of the geotechnical field and laboratory testing for design of the infiltration basins. We will summarize our findings and recommendations in a final report, which will include:

- Plot plan, showing the site area, and the location of our explorations;



- Logs of each boring, including a description of the subsurface soil and groundwater conditions encountered;
- Discussion and recommendations concerning:
 - Site preparation, including demolition of pavements, and
 - Excavation of the infiltration basins; and
 - Soil design parameters, such as clay and silt percentage, laboratory and field permeability test results.

Schedule

We are prepared to begin our work upon receipt of your authorization to proceed. We anticipate that about one (1) week will be required to complete utility clearances and approval for our drilling program. Encroachment permits for drilling may take 3 to 4 weeks. The field program should be completed in 3 working days. The laboratory program will require about two (2) weeks to complete, following the completion of the field program. A draft report can be submitted within four weeks of completion of the testing program. Our final report will be submitted within one (1) week following receipt of review comments.

We will plan to provide preliminary information and recommendations as they are developed, to assist in maintaining your schedule.

Costs

DKT
\$29,894. -

Our proposed cost estimate for the scope of work described above for one boring for one site only and two infiltration tests per site (3 sites) is \$29,998. A detailed breakdown is presented in Table 1. We assumed that all the work will be performed at the same time and one report is prepared.

These estimates assume that no hazardous materials are present at the sites and the sites are accessible to a drill rig. These costs are through the completion of our report.

Geotechnical services that we typically provide after the submittal of the report include design-phase consultation, meetings, review of foundation and grading plans, responses to questions from local regulatory agencies or designers, as well as field observation and soil testing services during construction. Budgets for such services can be presented as the project progresses.

Support Needed From Client

The schedule and budget estimate presented are based on the understanding that you will provide the following support in a timely manner:



- Topographic plans showing the site topography and proposed improvements;
- Plans for existing underground utilities;
- Coordination with Caltrans for right of entry, permits, and fees.

Concluding Remarks

The following Table and Figure are included and complete this proposal.

| | |
|----------|--------------------------------------|
| Table 1 | Cost Estimate |
| Figure 1 | Proposed Infiltration Basin Location |
| Figure 2 | Basin Location Map |

If you accept the terms of this proposal and you wish us to perform the proposed services, please document your authorization to proceed by returning a countersigned copy of this letter or issuing some other type of written authorization.

The undersigned, being duly authorized, hereby accepts and specifically agrees to be bound by the above document and exhibits attached hereto, and authorizes Group Delta Consultants, Inc. to undertake the items of work described in the above document.

AGREED TO THIS _____ DAY OF _____, 2007.

SIGNATURE _____

NAME _____

TITLE _____

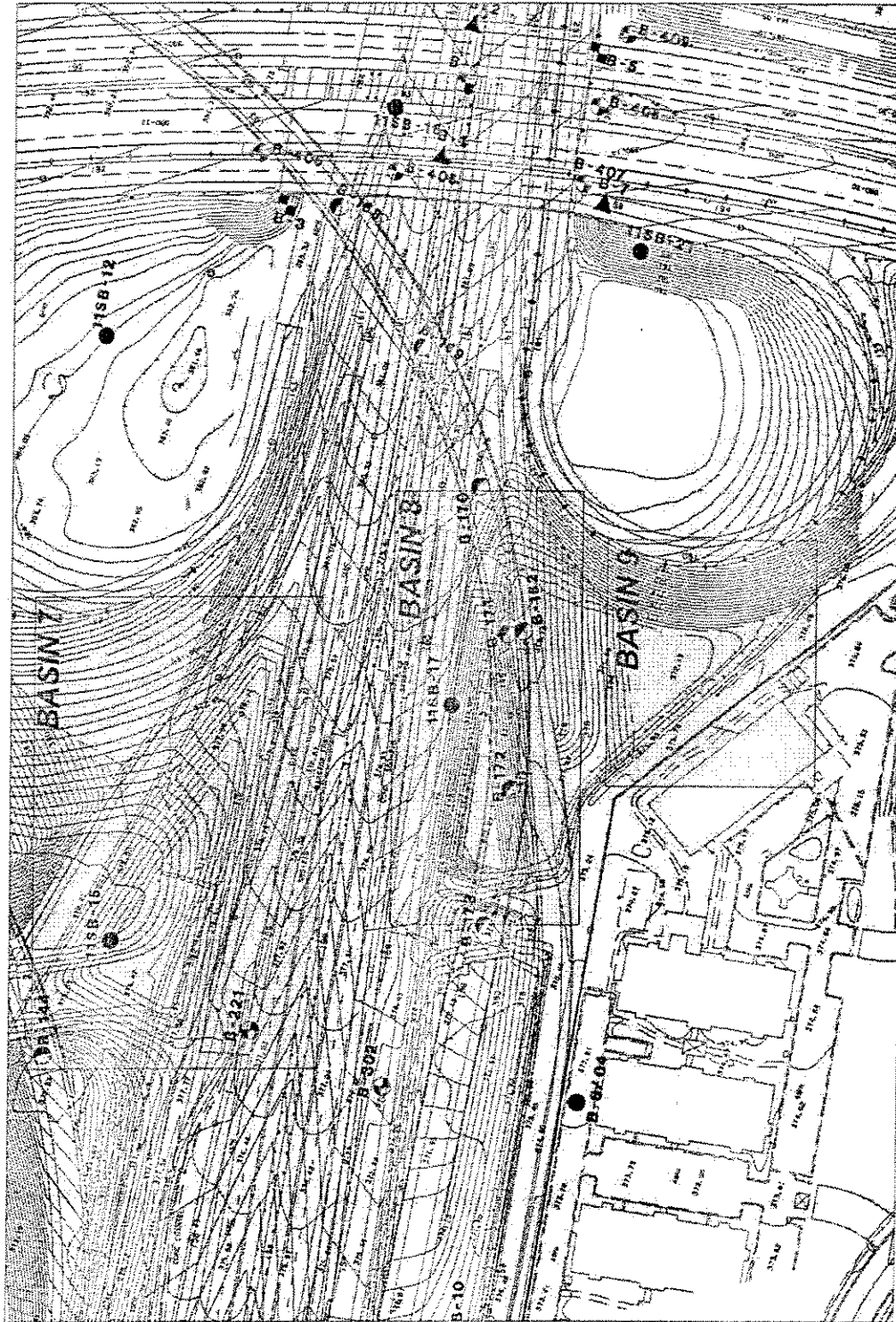


COST ESTIMATE
SR 210 Segment 11
3 Infiltration Basins (2 Borings for One Site Plus Total of 6 Infiltration Tests for The 3 Basins)

| |
|----------|
| \$4,056 |
| \$1,704 |
| -9822 |
| |
| |
| -228,995 |

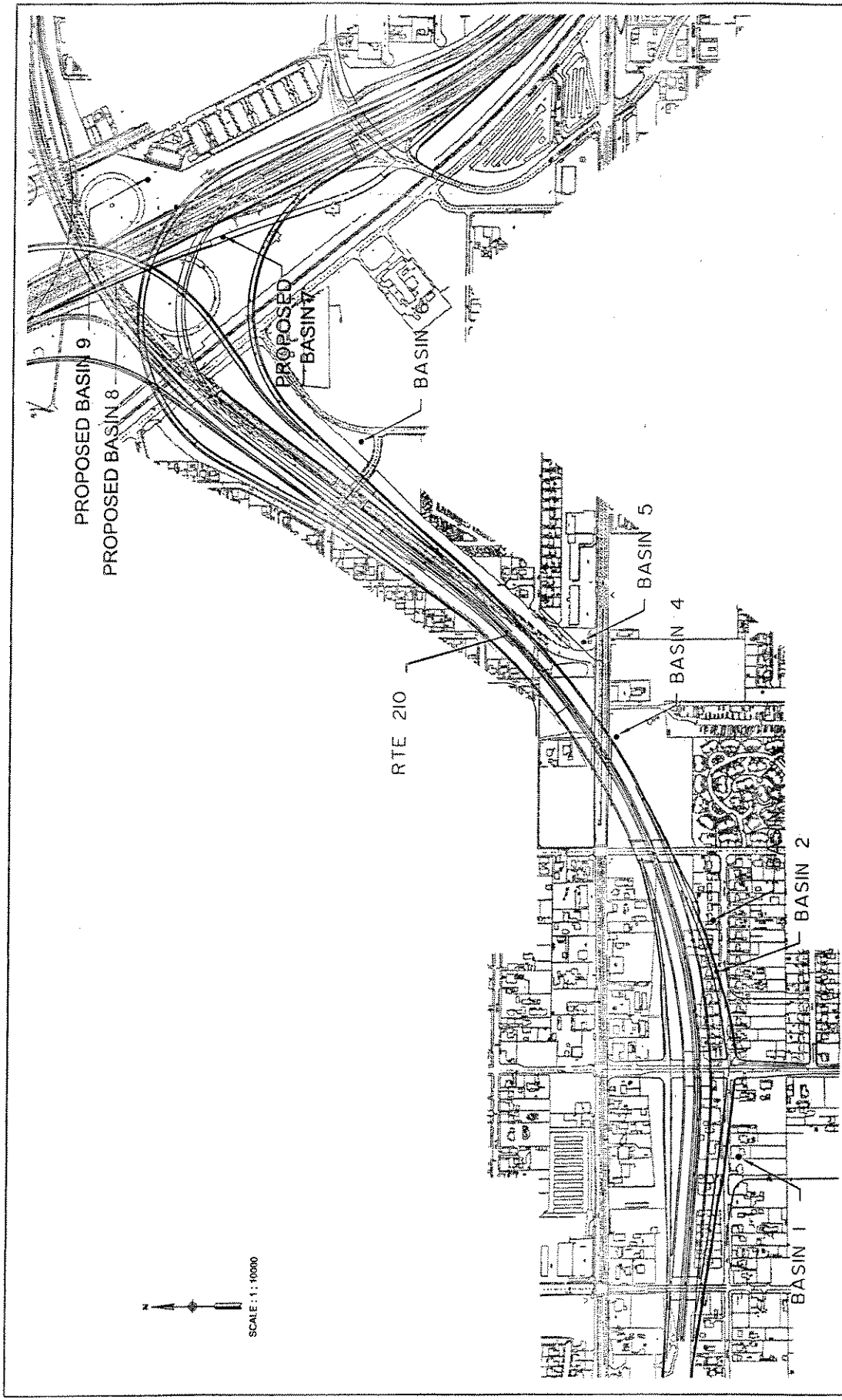
DKT
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518
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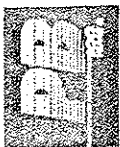
GDC Project No. I-177
 Route 210, Segment 11
 Infiltration Basins
 Proposed Infiltration Basins

Figure 1



| | | |
|--|--|--|
|  GROUP DELTA CONSULTANTS, INC. ENGINEERS AND GEOLOGISTS 92 ARGONAUT, SUITE 100 ALISO VIEJO, CA 92656 (949) 609-1020 | FIGURE NUMBER 2 | |
| | PROJECT NAME ROUTE 210, SEGMENT 11 INFILTRATION BASINS | |
| | PROJECT NUMBER 1-177 | |
| BASIN LOCATION MAP | | |

NOTE: BASINS 1 THROUGH 6 WERE TESTED BY GDC IN 2003



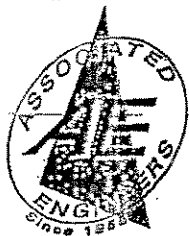
SR-210 SEGMENT 11
CONTRACT 3 SHELF UPDATE
MANPOWER ESTIMATE - PB
Additional Scope

ITEM 5

| TASK NO. | ACTIVITY | Project Principal | Project Manager (D. Thomas) | QA/QC Support | Sr. Traffic Engineer (D. Sarafic) | Civil Engineer (D. Tohms) | Junior Engineer (D. Kulkarni) | Junior Engineer (N. Sanghal) | Roadway CADD (R. Yoshimura) | Proj Civil Support | Proj Admin Support | PB TOTAL HOURS | PB TOTAL COST |
|----------|-------------------------------|-------------------|-----------------------------|---------------|-----------------------------------|---------------------------|-------------------------------|------------------------------|-----------------------------|--------------------|--------------------|----------------|---------------|
| 06 | Milestone 6 (95% PS&E) | | 165.00 | | 145.48 | 95.29 | 69.71 | 68.76 | 107.11 | | | | |
| 06.14.32 | Upgrade Sign Design (tubular) | | 3 | | 60 | | | | 20 | | | 83 | 11,366.00 |
| 06.14.33 | No State Furnished Sign Plans | | 4 | | 72 | | | | 28 | | | 104 | 14,133.64 |
| | TOTAL - Milestone 6 | 0 | 7 | 0 | 132 | 0 | 0 | 0 | 48 | 0 | 0 | 187 | \$ 26,499.64 |
| 07 | Milestone 7 (100% PS&E) | | | | | | | | | | | | |
| 07.14.32 | Upgrade Sign Design (tubular) | | 1 | | 20 | | | | 8 | | | 29 | 3,931.48 |
| 07.14.33 | No State Furnished Sign Plans | | 1 | | 24 | | | | 8 | | | 33 | \$4,513.40 |
| | TOTAL - Milestone 7 | 0 | 2 | 0 | 44 | 0 | 0 | 0 | 16 | 0 | 0 | 62 | \$8,444.88 |
| | TOTAL | 0 | 9 | 0 | 176 | 0 | 0 | 0 | 64 | 0 | 0 | 249 | \$3,946.52 |

ITEM 6

| TASK NO. | ACTIVITY | Project Manager (D. Thomas) | Sr. Traffic Engineer (D. Sarafic) | Project Engineer (D. Tohms) | Junior Engineer (D. Kulkarni) | Roadway CADD (D. Rodriguez) | Drainage Lead Engineer (M. Komoto) | Drainage Engineer (C. Runyan) | Drainage Engineer (H. Hsieh) | PB TOTAL HOURS | PB TOTAL COST | Survey (Associated) |
|-----------|------------------------|-----------------------------|-----------------------------------|-----------------------------|-------------------------------|-----------------------------|------------------------------------|-------------------------------|------------------------------|----------------|---------------|---------------------|
| 00.01 | Project Management | 155.00 | 145.48 | 95.29 | | 101.94 | 151.26 | 80.66 | 86.63 | | | |
| 06.01.31 | Roadway Sheets | 10 | | 10 | | | | | | 20 | \$2,602.90 | |
| 06.02.31 | Supplemental Survey | 10 | | 210 | | 16 | | | | 236 | \$23,291.94 | |
| 06.06.31 | Contour Grading Sheets | 4 | | 50 | | 6 | | | | 0 | \$0.00 | \$8,919.81 |
| 06.07.31A | Drainage Reports | 2 | | 270 | | 56 | 36 | 20 | 20 | 134 | \$14,829.44 | |
| | Subtotal | 26 | | | | 78 | 36 | 20 | 20 | 480 | \$46,760.42 | \$5,919.81 |
| | TOTAL | | | | | | | | | | | \$53,680.23 |



Associated Engineers, Inc. CONSULTING CIVIL ENGINEERS

3311 E. SHELBY STREET, ONTARIO, CA 91764-4672

(909) 980-1982 FAX (909) 941-0891

To: Mr. David Thomas
Project Manager
PBQ&D
685 E. Carnegie Drive, Suite 210
San Bernardino, CA 92408

Date: November 30, 2006
SANBAG Contract No. 04-006
PBQD Project #: 12620B
AE Project #: 98-129
Invoice #: 51172

REFERENCE: SR210, Segment 11 - Contract 3

For professional and or technical engineering services rendered in accordance with the terms and conditions of the SANBAG Contract No. 1, Job No. 99268 dated May 12, 1999.

This invoice covers the period from: October 01, 2006 through October 31, 2006

| | |
|--|-------------|
| TOTAL CONTRACT AMOUNT | \$52,446.65 |
| TOTAL AMOUNT AUTHORIZED | \$52,446.65 |
| PREVIOUSLY BILLED | \$39,666.89 |
| A. Utilities Update (research, field verify & mapping) | \$5,704.31 |
| B. SB I-15 topo mapping beyond R/W | \$6,919.81 |
| CURRENT PERIOD | \$12,624.12 |
| REMAINING CONTRACT BALANCE | \$155.54 |
| REMAINING BALANCE (AMOUNT AUTHORIZED) | \$155.54 |
| AMOUNT OF THIS INVOICE | \$12,624.12 |

APPROVALS:


James Elliott
Project Manager

David Thomas
Project Manager

11-30-2006

Date

Date

PLEASE INDICATE ON PAYMENT: PROJECT #, INVOICE #, AND REMIT TO:

ASSOCIATED ENGINEERS, INC.
3311 East Shelby Street
Ontario, CA 91764

PLANNING

DESIGNING

SURVEYING

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 7

Date: April 12, 2007

Subject: Amendments to Design Services Contracts with DMJM+Harris for the combining of Interstate 215 Segments 1&2 and combining Interstate 215 Segment 5 with SR 210 High Speed Connectors to I-215

Recommendation:*

1. Approve Amendment No. 4 to Contract 02-009 with DMJM+Harris for design services to combine I-215 Segments 1&2 into a single Plans, Specifications, and Estimates (PS&E) package in the amount of \$393,185 as described in the financial impact section. TN 83407000
2. Approve Amendment No. 2 to Contract 04-008 with DMJM+Harris for design services to combine I-215 Segment 5 and the SR 210 High Speed Connectors into a single PS&E package in the amount of \$322,193 as described in the financial impact section.
3. Approve Budget Amendment to the FY 2006/07 budget increasing revenues and expenditures in the amount of \$716,000 in TN 83407000, Cost Code 6010 as described in the financial impact section. TN 83407000

Background: These actions are amendments to existing consultant services contracts. Through separate competitive selection processes in the early part of this decade, DMJM+Harris was selected first to provide final design services for the design of Interstate 215 Segment 1 (Contract No. 02-009) and two years later for Interstate 215 Segment 5 (Contract No. 04-008). At the time of the award of Contract No. 02-009 for Segment 1, Caltrans was to complete final design of Segment 2. About 18 months into the DMJM+Harris' design work, Caltrans informed SANBAG that due to staff resources issues they would be unable to meet SANBAG's schedules for Segment 2 design. Because of DMJM+Harris' familiarity with the corridor and time sensitivity, SANBAG amended the Segment 1 contract to include a substantial amount of the Segment 2 design.

Major Projects Committee

Date: April 12, 2007

Moved: *Second:*

In Favor: *Opposed:* *Abstained:* 0

Witnessed: _____

As recent as the approval of the 2006 State Transportation Improvement Program (STIP) last year, due to annual fund targets established by the California Transportation Commission, SANBAG had planned to proceed to construction with each segment separately because of when the construction funding would be available from the State.

With the approval of Proposition 1B by California voters and when the CTC approves the STIP Augmentation program of Prop 1B later this year all of SANBAG's freeway projects included in the STIP, including all segments of the I-215 projects will be fully funded without limitation from annual targets as has been the case in the past several STIP cycles. The end result of the elimination of annual targets is that projects that were once "segmented" due to when funding was available, specifically projects on the I-215 corridor will now proceed on a more rational schedule of what makes sense from a constructability and staging perspective. These amendments will allow for the combining of segments that have been designed as independent segments in to with particular focus on construction staging, a combined specification package, and a revised construction cost estimate.

The end result of combining segments 1&2 will be completion of the project ahead of prior schedules, realizing economies of scale due to the larger project, reduction of contractor claims, and finally improved staging should help with traffic handling through the construction area. Similarly the combining of Segment 5 with SR 210 High Speed connectors has many of the same benefits but will also allow Segment 5 to proceed to construction several years earlier than scheduled which reduces cost escalation and will eliminate over \$1 million in throw away costs.

Financial Impact: This action is not consistent with the FY 2006/07 budget and will require a budget amendment. The necessary Budget Amendment is to the FY 2006/07 budget increasing revenues and expenditures in the amount of \$716,000 in TN 83407000, Cost Code 6010. The revenue source is Measure I Valley Major Projects Fund Balance.

Reviewed By: This item will be reviewed by the Major Projects Committee on April 12, 2007.

Responsible Staff: Darren Kettle, Director of Freeway Construction

SANBAG Contract No. 02-009-04

by and between

San Bernardino Transportation Authority

and

DMJM+Harris, Inc.

for

Prepare PS & E for I-215 Segments 1 and 2

| FOR ACCOUNTING PURPOSES ONLY | | | | |
|--|--|---|--|--------------------------------|
| <input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable | Vendor Contract # _____ Vendor ID _____ | Retention: <input type="checkbox"/> Yes ___ % <input checked="" type="checkbox"/> No | <input type="checkbox"/> Original <input checked="" type="checkbox"/> Amendment | |
| Notes: | | | | |
| Original Contract: \$ <u>6,449,178.05</u> Contingency Amount: \$ <u>860,652.12</u> | | Previous Amendments Total: \$ <u>8,155,172.69</u> Previous Amendments Contingency Total: \$ <u>694,733.31</u> Current Amendment: \$ <u>358,350</u> Current Amendment Contingency: \$ <u>35,835</u> | | |
| Contingency Amount requires specific authorization by Task Manager prior to release. | | | | |
| Contract TOTAL → | | | | \$ <u>16,552,921.17</u> |
| ↓ Please include funding allocation for the original contract or the amendment. | | | | |
| <u>Task</u> | <u>Cost Code</u> | <u>Funding Sources</u> | <u>Grant ID</u> | <u>Amounts</u> |
| 83407000 | 5553 | Meas. I Valley Major Projects | _____ | \$ <u>150,000</u> |
| 83408000 | 5553 | Meas. I Valley Major Projects | _____ | \$ <u>243,185</u> |
| _____ | _____ | _____ | _____ | \$ _____ |
| Original Board Approved Contract Date: <u>7/11/01</u> Contract Start: <u>7/11/01</u> Contract End: <u>7/11/07</u> | | | | |
| New Amend. Approval (Board) Date: <u>5/2/07</u> Amend. Start: <u>5/2/07</u> Amend. End: <u>1/11/09</u> | | | | |
| If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations: | | | | |
| Approved Budget Authority → | Fiscal Year: <u>06/07</u> \$ <u>150,000</u> | Future Fiscal Year(s) – Unbudgeted Obligation → \$ <u>243,185</u> | | |
| Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | | | |
| If yes, which Task includes budget authority? <u>834</u> | | | | |
| If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No | | | | |
| CONTRACT MANAGEMENT | | | | |
| Please mark an "X" next to all that apply: | | | | |
| <input type="checkbox"/> Intergovernmental <input type="checkbox"/> Private <input type="checkbox"/> Non-Local <input checked="" type="checkbox"/> Local <input type="checkbox"/> Partly Local | | | | |
| Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ % | | | | |
| Task Manager: Darren Kettle | | | Contract Manager: Dennis Saylor | |

4-5-07
 Task Manager Signature Date

 Contract Manager Signature Date

 Chief Financial Officer Signature Date

Filename: a0200904.doc

AMENDMENT NO. 4

AGREEMENT BETWEEN

SAN BERNARDINO ASSOCIATED GOVERNMENTS/
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

DMJM+Harris, Inc.

FOR

PREPARE PROJECT PLANS, SPECIFICATIONS, AND ESTIMATES FOR I-215,
SEGMENTS 1 AND 2 RECONSTRUCTION

This AMENDMENT NO. 4 to CONTRACT NO. 02-009 entered into as of this Second day of May, 2007, by the firm of DMJM+Harris, Inc. (hereafter called CONSULTANT) and San Bernardino Associated Governments/San Bernardino County Transportation Authority (hereafter called SANBAG):

WITNESSETH:

WHEREAS, SANBAG, under SANBAG Contract No. 02-009, has engaged the services of CONSULTANT to provide consultant services for Project Plans, Specifications, and Estimates for the I-215, Segment 1 and Segment 2 Reconstruction/Widening Project for SANBAG.

WHEREAS, the parties desire to amend the aforesaid contract to adjust the contract for additional effort expended to combine Segments 1 and 2 into a single construction contract.

WHEREAS, the execution of this additional work will require additional cost to complete and extend beyond the current contract end date.

NOW THEREFORE, the parties hereto do mutually agree to amend Contract No. 02-009 and its Amendments 1, 2, and 3 as follows:

1. Under Article 1, Description of Services, that portion of the first sentence which reads "CONSULTANT agrees to perform Services set forth in Attachment "A" and Exhibit 1, in accordance with ..." shall be amended to read "CONSULTANT agrees to perform Services set forth in Attachment "A", Exhibit 1, Exhibit 2, Exhibit 3, and Exhibit 4 in accordance with ...".
2. Under Article 2, Performance Schedule and Force Majeure, Subsection 2.1 shall be amended to read as follows:

- 2.1 The Period of Performance by CONSULTANT under this Contract shall commence on July 11, 2001 and shall continue in effect for ninety (90) months or until otherwise terminated or canceled as hereinafter directed, or unless extended by direction of SANBAG.
3. Under Article 3, Contract Price and Cost Principles, Subsection 3.2 shall be amended to read as follows:
- 3.2 The total cost shall not exceed \$16,552,921.17 with a contingency of \$1,591,220.43. Services to be provided under terms of this contract are to be provided on an as needed basis and compensated for as set forth in Attachment "B" and Exhibits 1, 2, 3, and 4 which are incorporated herein by reference. Utilization of the contingency is not permitted unless directed in writing by SANBAG Project Manager. CONSULTANT'S fee for services is included in the total estimated contract cost and shall be a fixed percentage rate of labor and overhead for work performed, as agreed upon, and noted in Attachment "B".
4. This amendment authorizes additional costs of \$393,185.00 over the existing contract amount of \$16,159,736.17 to a total contract amount of \$16,552,921.17. This amendment reflects an additional funding request from CONSULTANT for additional design services which is set forth separately and in detail in Exhibit 4, which is attached hereto and incorporated by reference.
5. Except as amended by this amendment, all other provisions of Contract No. 02-009 and Amendments 1, 2, and 3 remain in full force and effect.

IN WITNESS THEREOF, the authorized parties have below signed:

DMJM+Harris, Inc.

San Bernardino Associated Governments/
San Bernardino County Transportation
Authority

By: _____

By: _____
Dennis Hansberger, President
SANBAG Board of Directors

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Jean-Rene Basle
SANBAG Counsel

DMJM Harris
800 N. Haven Ave., Suite 410, Ontario CA 91764
T (909) 291-8150 F (909) 291-8166 www.dmjmharris.com

April 02, 2007

Mr. Dennis Saylor, P.E.
Project Manager
San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

Subject: Contract No. 02-009, Request to Combine I-215 Segments 1 and 2

Dear Dennis:

DMJM Harris is pleased to submit a scope of work and fee proposal for additional work associated with combining I-215 Segments 1 and 2. The work items are:

- Evaluating and modifying the Segments 1 and 2 construction staging to create a single set of stage construction plans for the combined project
- Combining the Segments 1 and 2 special provisions to create a single set of special provisions for the combined project
- Creating a combined engineer's estimate for the project (or separate schedules)
- Submitting a combined 95 % Plans, Specifications and Estimate (PS&E) for review

The total estimated cost of the additional work is \$358,350. Each of the work items are discussed below.

Project Approach

SANBAG and Caltrans have agreed to advertise I-215 Segments 1 and 2 as one construction contract. The goal is to advertise the combined project by the middle of 2008. The plans will generally be organized as they are today; one set for Segment 1 and one set for Segment 2. Each set will have its own Expenditure Authorization (EA) number. The major change will be the development of new stage construction and associated plans that cover the entire project. One set of special provisions will be developed for the combined project. Either one combined Engineer's Estimate or separate schedules will be prepared.

Stage Construction

The Segment 1 and 2 plans will continue to be two separate plan sets with their own Title Sheet, EA number and sheet numbering sequence. The drawings associated with stage construction will be removed from the Segment 1 and 2 plans and updated to reflect the staging for the combined project. The following drawings will be removed from both Segment 1 and 2 plans and be part of a combined stage construction plan set:

- Stage Construction Plans & Quantities

- Traffic Handling Plans & Quantities
- Detour Plans & Quantities
- Construction Area Signs

We will create a title sheet for the stage construction plan set to show limits of work and Index of Sheets. Alternatively the combined stage construction plans could be included in the Segment 2 plan set or some other packaging acceptable to FHWA, Caltrans, and SANBAG.

Specifications and Estimates

One set of special provisions will be prepared for the combined project. The special provisions will support the Segment 1, 2 and Stage Construction plan sets. The project will be advertised by SANBAG as a single contract.


Either one engineers estimate or separate schedules will be prepared for the combined project. The estimate or schedules will show the quantities associated with each of the three plan sets.

Combined 95% PS&E Submittal

The I-215 Segment 1 is currently in the 100% PS&E development stage and Segment 2 is in the 95 % PS&E development stage. To facilitate the review of the combined project we will submit a combined 95% PS&E package to SANBAG and Caltrans for review in the summer of 2007. Final plans will be completed by the middle of 2008.

We look forward to the continued development of the I-215 projects with SANBAG and Caltrans. Please contact me for any questions or clarifications.

Respectfully submitted,
DMJM Harris



Mario A. Montes, P.E.
Deputy Project Manager
(909) 291-8135
mario.montes@dmjmharris.com

COST AND PRICE ANALYSIS**SAN BERNARDINO ASSOCIATED GOVERNMENTS**

| NAME OF CONSULTANT | | TITLE OF PROJECT | | |
|---|-----------------|--------------------------------------|---------------------------|--------------------|
| DMJM+HARRIS | | 1-215 Segment 1 & 2 Combined Project | | |
| Detail Description | Estimated Hours | (Average) Rate/Hour | Total Estimated Cost (\$) | |
| 1. DIRECT LABOR (Specify) SEE CONTINUATION SHEET | | | | |
| PROJECT MGR/TECHNICAL DIRECTOR | 16 | \$60.00 | 960.00 | |
| PRINCIPAL/PROJECT ENGINEER | 245 | \$52.00 | 12,740.00 | |
| ENGINEER III & PROJECT CONTROLS | 135 | \$42.00 | 5,670.00 | |
| ENGINEER II | 0 | \$36.00 | 0.00 | |
| ENGINEER I | 130 | \$31.00 | 4,030.00 | |
| PRINCIPAL BRIDGE ENGINEER | 0 | \$58.82 | 0.00 | |
| SENIOR BRIDGE ENGINEER | 30 | \$49.03 | 1,470.90 | |
| SENIOR CADD TECHNICIAN | 0 | \$39.00 | 0.00 | |
| PROJECT CONTROLS | 0 | \$49.59 | 0.00 | |
| ADMINISTRATIVE ASSISTANT | 0 | \$23.00 | 0.00 | |
| TOTAL | | 556 | | \$24,870.90 |
| 2. INDIRECT COSTS (Overhead, G&A-specify) | Burden Rate | X Base = | Burden (\$) | |
| | 137.82% | \$24,870.90 | \$34,277.07 | \$34,277.07 |
| 3. TOTAL DIRECT LABOR AND INDIRECT COSTS (Sum of lines 1 and 2) | | | | |
| | | | | \$59,147.97 |
| 4. FIXED FEE OR PROFIT (Specify, applies to line 3 only) | Percent | X Base = | Fee (\$) | |
| | 10.00% | \$59,147.97 | \$5,914.80 | \$5,914.80 |
| G/A on ODC 8.1% | 8.10% | \$271,314.85 | \$21,976.50 | \$21,976.50 |
| | | | \$0.00 | \$0.00 |
| TOTAL | | | | \$27,891.30 |
| 5. OTHER DIRECT COSTS | | | | |
| Reproduction/Plotting | | | | 7,300 |
| Copying/Binding | | | | |
| Transportation/Travel | | | | |
| Special Deliveries | | | | 257,460 |
| LAN | | | | 0 |
| ASSOCIATED | | | | 0 |
| EMI | | | | 0 |
| KLEINFELDER | | | | 6,555 |
| LIN CONSULTING | | | | 0 |
| LSA | | | | 0 |
| STB LANDSCAPE | | | | |
| 6. TOTAL CONTRACT COST (Sum of lines 3, 4 and 5) | | | | 358,354 |
| Say | | | | \$358,350 |
| DATE | | | | |
| April 2, 2007 | | | | |

April 2, 2007

| Project Management | | Forecasted Level of Effort | | | | | | | | | | COMMENTS | | |
|---|----------|----------------------------|--------|---------|-------------------------|------------|-----------|---------------|-----------|-------|---|-------------|---|-------------|
| Task | | SENIOR CADD | ENGR I | ENGR II | ENGR III & PROJ CONTROL | PRINC ENGR | SR BR ENG | PRINC BR ENGR | DIRECT/PM | TOTAL | | | | |
| Preliminary review of potential issues and additional coordination meetings with SANBAG and Caltrans. | | | | | | 10 | | | 6 | 16 | Several meetings were required to review the issues associated with combining the segments. | | | |
| | | | | | | | | | | 0 | | | | |
| | Subtotal | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 6 | 16 | | \$2,302.10 | |
| Roadway PS&E | | | | | | | | | | | | | | |
| Task | | SENIOR CADD | ENGR I | ENGR II | ENGR III & PROJ CONTROL | PRINC ENGR | SR BR ENG | PRINC BR ENGR | DIRECT/PM | TOTAL | COMMENTS | | | |
| 2nd Submittal of Segment 1 95% Plans and Respond to Comments | | | 60 | | 50 | 80 | | | 10 | 200 | | | Additional effort to prepare, review and respond to new Caltrans comments. | \$22,811.69 |
| Create new Title Sheet for Stage Construction Plan for Combined Segment | | | 20 | | 15 | 5 | | | | 40 | | | | \$3,950.19 |
| Combined Stage Construction plan review | | | | | | 40 | | | | 40 | Additional meetings, coordination and review of Combined Stage Construction plans | \$5,441.32 | | |
| Review and combine Special Provisions | | | 10 | | 30 | 80 | | | | 120 | | \$14,989.79 | | |
| Review and combine Engineers Estimate | | | 40 | | 40 | 20 | | | | 100 | | \$10,359.44 | | |
| Subtotal | | 0 | 130 | 0 | 135 | 225 | 0 | 0 | 10 | 500 | | \$57,552.44 | | |
| Bridge PS&E | | | | | | | | | | | | | | |
| Task | | SENIOR CADD | ENGR I | ENGR II | ENGR III & PROJ CONTROL | PRINC ENGR | SR BR ENG | PRINC BR ENGR | DIRECT/PM | TOTAL | COMMENTS | | | |
| Combined Stage Construction plan review | | | | | | 10 | 30 | | | 40 | | | Additional meetings, coordination and review of Combined Stage Construction plans | \$5,208.23 |
| Subtotal | | 0 | 0 | 0 | 0 | 10 | 30 | 0 | 0 | 40 | | | | \$5,208.23 |
| Total | | 0 | 130 | 0 | 135 | 245 | 30 | 0 | 16 | 556 | | \$65,062.77 | | |

| Milestone | | Direct Rate | | | | | | | | | | Andrasek, M | Andrasek, R | Char | Project Mgr | Khodr | Lam | Lan | Lau | Mamawal | Ng | Nuin | Pan | Poong | Sandra | Sivathasan | HF | |
|--------------------------|--------------------------|-------------|---------|---------|---------|---------|---------|----------|---------|---------|---------|-------------|-------------|---------|-------------|----------|----------|---------|---------|---------|-----|------|-----|-------|--------|------------|---------|------|
| | | \$28.00 | \$40.00 | \$40.00 | \$60.00 | \$60.00 | \$59.42 | \$25.00 | \$38.85 | \$42.00 | \$17.50 | \$60.00 | \$18.50 | \$30.50 | \$48.00 | \$125.14 | \$125.44 | \$67.78 | \$28.00 | | | | | | | \$125.44 | \$67.78 | 2694 |
| LAN BILLING RATE -> | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL HOURS BY PERSON -> | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Task 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Structures Plans | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| Task 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Stage Construction Plans | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Task 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Project Management | | | | | | | | | | | | | | 40.0 | | | | | | | | | | | 40.0 | | |
| | | | | | | | | | | | | | | | \$6,240 | \$0 | | | | | | | | | | \$170.7 | | |
| 2 | Stage Construction Plans | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | Detour Plans | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$13,035 | | | | | | | | | | | | | | | | | | \$33.3 | | |
| 4 | Drainage Plans | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | \$23.1 | | |
| 5 | Signage Plans | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | \$17.3 | | |
| 6 | Quantities and Estimate | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | \$6.0 | | |
| 7 | Structures Plans | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 8 | SSPs | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Subtotal Task 3 | | | | | | | | | | | | | | | | | | | | | | | | | | \$257.0 | | |
| LAN Total | | | | | | | | | | | | | | | | | | | | | | | | | | \$257.4 | | |

LIN Consulting, Inc.

**I-215 Segment 1 and 2
SANBAG**

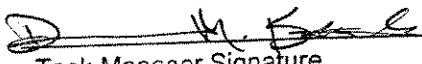
3/14/07

Fee Estimate

| Task No | Tasks Description | Principal QA/QC | Sr. Project Manager | Project Engineer | Tech. Support | Total Hours | Labor Subtotal | Other Direct Costs | Total Cost |
|--------------|--------------------------------------|--------------------|---------------------------|---------------------|------------------|----------------|-------------------|--------------------------|------------|
| | | \$160 /hr | \$150 /hr | \$90 /hr | \$55 /hr | | | | |
| Proposed Fee | | | | | | | | | |
| 1 | Resubmittal of 95% Segment 1 Package | 1 | 6 | 12 | 1 | 20 | \$2,195 | \$40 | \$2,235 |
| 2 | Review and Revise Temporary F/O | 2 | 16 | 8 | | 26 | \$3,440 | \$70 | \$3,510 |
| 3 | Combine Specifications | 1 | 2 | | | 3 | \$460 | \$10 | \$470 |
| 4 | Combine Cost Estimates | | 1 | 2 | | 3 | \$330 | \$10 | \$340 |
| TOTAL | | 4 | 25 | 22 | 1 | 52 | \$6,425 | \$130 | \$6,555 |

SANBAG Contract No. 04-008-02
by and between
the San Bernardino County Transportation Authority
and
DMJM Harris
for
PS&E, I-215 Segment 5

| FOR ACCOUNTING PURPOSES ONLY | | | | |
|---|--|---|--|----------------------------|
| <input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable | Vendor Contract # <u>04-008</u> Vendor ID _____ | Retention: <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No | <input type="checkbox"/> Original <input checked="" type="checkbox"/> Amendment | |
| Notes: | | | | |
| Original Contract: \$ <u>825,589</u> | | Previous Amendments Total: \$ <u>2,855,237</u> | | |
| Contingency Amount: \$ <u>131,486</u> | | Previous Amendments Contingency Total: \$ <u>285,524</u> | | |
| | | Current Amendment: \$ <u>306,850</u> | | |
| | | Current Amendment Contingency: \$ <u>15,343</u> | | |
| Contingency Amount requires specific authorization by Task Manager prior to release. | | | | |
| Contract TOTAL → | | | | \$ <u>4,420,029</u> |
| ↓ Please include funding allocation for the original contract or the amendment. | | | | |
| Task | Cost Code | Funding Sources | Grant ID | Amounts |
| <u>83407</u> | <u>5553</u> | <u>MVPMI</u> | _____ | \$ <u>100,000</u> |
| <u>83408</u> | <u>5553</u> | <u>MVPMI</u> | _____ | \$ <u>222,193</u> |
| _____ | _____ | _____ | _____ | \$ _____ |
| _____ | _____ | _____ | _____ | \$ _____ |
| Original Board Approved Contract Date: <u>07/02/03</u> Contract Start: <u>07/02/03</u> Contract End: <u>07/02/04</u> | | | | |
| New Amend. Approval (Board) Date: <u>05/02/07</u> Amend. Start: <u>05/02/07</u> Amend. End: <u>06/30/09</u> | | | | |
| If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations: | | | | |
| Approved Budget Authority → | Fiscal Year: <u>06/07</u> \$ <u>100,000</u> | Future Fiscal Year(s) – Unbudgeted Obligation → | | \$ <u>222,193</u> |
| Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | | | |
| If yes, which Task includes budget authority? <u>834</u> | | | | |
| If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No | | | | |
| CONTRACT MANAGEMENT | | | | |
| Please mark an "X" next to all that apply: | | | | |
| <input type="checkbox"/> Intergovernmental <input checked="" type="checkbox"/> Private <input type="checkbox"/> Non-Local <input checked="" type="checkbox"/> Local <input type="checkbox"/> Partly Local | | | | |
| Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ % | | | | |
| Task Manager: <u>Darren Kettle</u> | | | Contract Manager: <u>Abunnasr Husain</u> | |

| | | | |
|---|-----------------------|-------------------------------------|---------------|
|  Task Manager Signature | <u>7-5-07</u> Date | _____ Contract Manager Signature | _____ Date |
| _____ Chief Financial Officer Signature | _____ Date | | |

SANBAG Contract No. 04-008

Amendment No. 2

By And Between

San Bernardino County Transportation Authority

And

DMJM Harris

For

Preparation of PS&E for I-215 Segment 5

This AMENDMENT No. 2 to SANBAG Contract No. 04-008 entered into as of this 2nd day of May 2007, by DMJM Harris (hereafter called CONSULTANT) and the San Bernardino County Transportation Authority (hereafter called AUTHORITY):

WHEREAS, AUTHORITY, under AUTHORITY Contract No. 04-008 has engaged the services of CONSULTANT to provide services to prepare and complete Plans, Specifications, and Estimate for I-215 Segment 5 and,

WHEREAS, the parties desire to amend the aforesaid contract scope of work;

NOW THEREFORE, the parties do mutually agree to amend Contract No. 04-008 as follows:

1. Extend the completion date of this contract to June 30, 2009.
2. To increase the contract amount by \$322,193.00 to a total not to exceed amount of \$4,420,029.00 for the additional scope of work and cost estimate indicated on Attachment A.
3. The additional cost of \$322,193.00 authorized by this amendment includes a contingency of \$15,343.00 for a total remaining project contingency of \$71,511.00. Utilization of the contingency is not permitted unless directed in writing by AUTHORITY Project Manager.
4. All other provisions and terms of the contract shall remain the same.

IN WITNESS THEREOF, the authorized parties have below signed:

San Bernardino Associated Governments

DMJM Harris

By: _____
Dennis Hansberger, President
AUTHORITY Board of Directors

By: _____
Bruce R. Toro
Senior Vice President

Date: _____

Date: _____

Approved as to form:

By: _____
Jean-Rene Basle, AUTHORITY
Counsel

Date: _____

DMJM Harris
800 N. Haven Ave., Suite 410, Ontario CA 91764
T (909) 291-8150 F (909) 291-8166 www.dmjmharris.com

April 02, 2007

Mr. Abunnasr Husain, P.E.
Project Manager
San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

Subject: Contract No. 04-008, Request to Combine I-215 Segment 5 and 210 Segment 11-Contract 3

Dear Abunnasr:

DMJM Harris is pleased to submit a scope of work and fee proposal for additional work associated with combining I-215 Segment 5 and SR-210 Segment 11-Contract 3. The work items are:

- Evaluating and modifying the construction staging of each project to create a single set of stage construction plans for the combined project
- Combining the Segments 5 and 11 special provisions to create a single set of special provisions for the combined project
- Creating a combined engineer's estimate for the project (or separate schedules)
- Updating the Muscoy Railroad Bridge seismic retrofit Plans, Specifications and Estimate (PS&E) and preparing stage construction plans to incorporate the retrofit into the Segment 11 plan set or another project plan set

The total estimated cost of the additional work is \$306,850. Each of the work items are discussed below.

Project Approach

One PS&E will be prepared for the Segment 5 and 11 Project. The plans will generally be organized as they are today; one set for Segment 5 and one set for Segment 11. Each set will have its own EA number. The major change will be revising the construction staging and associated plans to cover the entire project. One set of Special Provisions will be developed for the combined project. Either one combined Engineer's Estimate or separate schedules will be prepared.

Stage Construction

The Segment 5 and 11 plans will continue to be two separate plan sets with their own Title Sheet, EA number and sheet numbering sequence. A new matchline will be established between the two segments. All improvements north of the line will be part of Segment 11

and all improvements south of the line will be part of Segment 5. Each consultant (PB and DMJM Harris) will provide the other consultant electronic files for improvements outside of their new project limits. Each consultant will verify the design and incorporate it into their plan set.

The drawings associated with Stage Construction will be removed from the Segment 5 and 11 plans and updated to reflect the staging for the combined project. The following drawings will be removed from both Segment 5 and 11 plans and be part of a combined stage construction plan set:

- Stage Construction Plans
- Traffic Handling Plans
- Stage Construction Quantities
- Detour Plans
- Detour Plan Quantities
- Construction Area Signs

We will create a Title sheet for the Stage Construction plan set to show the limits of work and Index of Sheets. Alternatively the combined stage construction plans could be included in the Segment 11 plan set or some other packaging acceptable to FHWA, Caltrans, and SANBAG.

Specifications and Estimates

One set of special provisions will be prepared for the combined project. The special provisions will support the Segment 5, 11 and Stage Construction plan sets. The project will be advertised by SANBAG as a single contract.

Either one engineers estimate or separate schedules will be prepared for the combined project. The estimate or schedules will show the quantities associated with each of the three plan sets.

Muscoy Bridge

The PS&E for the Muscoy Bridge Retrofit (currently part of 210 Segment 10) will be updated and either incorporated into the Segment 11 plan set, another project, or issued for construction independently. New stage construction plans will be prepared for the retrofit.

Key construction staging scope assumptions used to develop our estimate are attached. Please let me know if you have any questions.

Respectfully submitted,
DMJM Harris



Mario A. Montes, P.E.
Deputy Project Manager
(909) 291-8135
mario.montes@dmjmharris.com

Project: I-215 Segment 5

**Subject: I-215 Segment 5/I-210, Contract 3, Segment 11 Combined Staging
(TRC scope items)**

Date: 3/27/07

Assumptions

1. Segment 11 Stage Construction & Traffic Handling design and plans are at 95% level of completion, excluding quantities, and a complete set of electronic files pertinent to the Segment 11 Stage Construction & Traffic Handling plans will be provided to TRC, as indicated in 03/26/2007 email from Abunnasr Husain/SANBAG.
2. All necessary detours have been detailed in plans.
3. Closures/detours/driveway access restrictions have been discussed with appropriate stake holders and agreements made. Documents available for RE file.
4. Staging with adjacent project (EA44011) has been coordinated for connection of I-210 "ES" Connector and "NW" Connector.
5. Resolution has been identified for all comments.

Scope of Work: Elements related to Segment 11 plans

1. Update Segment 11 detour sheets with appropriate formatting.
2. Prepare Stage Construction Index sheet for Stage 2C. Stage 2C is a set of new traffic handling sheets included as part of the "Base Plan Submittal"; no index sheet for this new stage was included in the "Base Plan Submittal" set.
3. Update Segment 11 Stage Construction quantities.
4. Prepare stage construction CAD files to create stage specific topo and proposed layout files such that topo in each stage reflects work already performed and proposed layout files do not show future work to be performed in later stages.
5. Check Segment 11 Stage Construction & Traffic Handling (8 stages), review all responses to comments, and revise as needed to combine the two stages and prepare the 100% level plans.
6. Check access/detour issues related to Davidson Avenue at intersection with Highland Avenue in Stage 1C and revise as needed to combine the two stages and prepare the 100% level plans. "Base Plan Submittal" traffic handling plans show access to Davidson Avenue cut off by temporary k-rail.

Scope of Work: Combining Segments

1. Adjust formatting of sheets to combine segments. Joins are assumed to be at "F" 151+80 along the mainline and "TW2" 151+50. Adjustments to these stations may occur upon further coordination.

2. Interlace Segment 5 construction staging into Segment 11 stages. Major elements are as follows:

- Create new sheets (Quantities, details, Stage 2C)
- Add Massachusetts staging
- Add additional Highland staging
- Merge overlap work for Highland off-ramp & TW-2 Line
- Incorporate I-215 freeway staging

COST AND PRICE ANALYSIS

SAN BERNARDINO ASSOCIATED GOVERNMENTS

| NAME OF CONSULTANT | | TITLE OF PROJECT | | |
|---|--|--------------------------------|---------------------|---------------------------|
| DMJM+HARRIS | | I-215 Segment 5/210 Segment 11 | | |
| Detail Description | | Estimated Hours | (Average) Rate/Hour | Total Estimated Cost (\$) |
| 1. DIRECT LABOR (Specify) SEE CONTINUATION SHEET | | | | |
| PROJECT MGR/TECHNICAL DIRECTOR | | 8 | \$60.00 | 480.00 |
| PRINCIPAL/PROJECT ENGINEER | | 248 | \$52.00 | 12,896.00 |
| ENGINEER III | | 315 | \$42.00 | 13,230.00 |
| ENGINEER II | | 0 | \$36.00 | 0.00 |
| ENGINEER I | | 405 | \$31.00 | 12,555.00 |
| PRINCIPAL BRIDGE ENGINEER | | 40 | \$58.82 | 2,352.80 |
| SENIOR BRIDGE ENGINEER | | 144 | \$49.03 | 7,060.32 |
| SENIOR CADD TECHNICIAN | | 84 | \$39.00 | 3,276.00 |
| PROJECT CONTROLS | | 0 | \$49.59 | 0.00 |
| ADMINISTRATIVE ASSISTANT | | 2 | \$23.00 | 46.00 |
| TOTAL | | 1,246 | | \$51,896.12 |
| 2. INDIRECT COSTS (Overhead, G&A-specify) | | Burden Rate | X Base = | Burden (\$) |
| | | 136.00% | \$51,896.12 | \$70,578.72 |
| | | | | |
| | | | | |
| | | | | |
| 3. TOTAL DIRECT LABOR AND INDIRECT COSTS (Sum of lines 1 and 2) | | | | \$122,474.84 |
| 4. FIXED FEE OR PROFIT (Specify, applies to line 3 only) | | Percent | X Base = | Fee (\$) |
| | | 10.00% | \$122,474.84 | \$12,247.48 |
| | | | | |
| | | | | |
| | | | \$0.00 | \$0.00 |
| TOTAL | | | | \$12,247.48 |
| 5. OTHER DIRECT COSTS | | | | |
| Reproduction/Plotting | | | | \$500.00 |
| Copying/Binding | | | | \$200.00 |
| Transportation/Travel | | | | |
| Special Deliveries | | | | |
| TRC - Sequeira | | | | \$178,686.95 |
| ASSOCIATED | | | | \$0.00 |
| EMI | | | | \$0.00 |
| LSA | | | | \$4,000.00 |
| LIN | | | | \$1,000.00 |
| STB LANDSCAPE | | | | |
| 6. TOTAL CONTRACT COST (Sum of lines 3, 4 and 5) | | | | \$306,861.79 |
| | | | | Say \$306,850.00 |
| DATE | | | | |
| April 2, 2007 | | | | |

I-215 Segment 5/Segment 11/Muscoy Bridge Combination Package
Hour Breakdown

04/02/2007

| Task | Project Engr | Project Manager | Admin | Total |
|--|--------------|-----------------|-------|-------|
| Project Management | | | | |
| Coordination and Meetings (4 meetings) | 8 | 8 | 2 | 18 |
| Project Mgmt Subtotal | 8 | 8 | 2 | 18 |

Structure Effort

| Task | Engr Hours | Cadd Hours | Ind Check Hours | Total |
|---|------------|------------|-----------------|-------|
| Muscoy Bridge Retrofit/Stage Const. Review | | | | |
| Update notes, design codes, etc on drawings and calcs | 40 | 4 | 2 | 46 |
| Update CADD Standards (10 sheets) | 8 | 80 | | 88 |
| Verify that design is not impacted by live traffic under bridge | 0 | | | 0 |
| QA/QC | 8 | | | 8 |
| Review of Combined Segment 5/11 Stage Construction Plans | 8 | | | 8 |
| Subtotal | 64 | 84 | 2 | 150 |

Assumptions:

- design is not impacted by construction under live traffic
- no verification of Bridge design is needed as the retrofitted bridge has to be open to live traffic anyway
- no design issues based on update to code
- no additional design comments generated by resubmittal of plans

| Task | Engr Hours | Cadd Hours | Ind Check Hours | Total |
|---|------------|------------|-----------------|-------|
| Specifications | | | | |
| Add specifications for Muscoy Bridge to Segment 5 specs | 8 | | 8 | 16 |
| Combine Segment 5 specs with Segment 11 specs | 60 | | 24 | 84 |
| QA/QC | 4 | | | 4 |
| Subtotal | 72 | 0 | 32 | 104 |

Assumptions:

- hours listed for adding specifications for Muscoy Bridge are in addition to original hours projected for preparing the Segment 5 specs
- PB will provide 95%/Initial Bridge specifications and estimate to DMJM Harris
- Muscoy Bridge will be combined with Segment 11 or another project

| Task | Engr Hours | Cadd Hours | Ind Check Hours | Total |
|--|------------|------------|-----------------|-------|
| Estimate | | | | |
| Updated Cost Estimate for Muscoy Bridge based on new cost data | 6 | | 6 | 12 |
| QA/QC | 2 | | | 2 |
| Subtotal | 8 | 0 | 6 | 14 |
| Total Structures Hours | 144 | 84 | 40 | 268 |

Assumptions:

- hours listed above are additional hours, and do not include hours for preparing the cost estimates for Segment 5
- each structure cost estimate is a separate entity, therefore no hours have been provided to combine estimates.
- PB will provide 95%/Initial Bridge specifications and estimate to DMJM Harris

Roadway Effort

| Task | Project Engr | Engineer III | Engineer I | Total |
|--|--------------|--------------|------------|-------|
| PS&E Revisions/Incorporate PB plans | 5 | 5 | 30 | 40 |
| Title Sheet for Combined Stage Const. set | 10 | 40 | 30 | 80 |
| Drainage Plans/Profiles | 10 | 30 | 40 | 80 |
| Pavement Delineation Plans | 10 | 30 | 40 | 80 |
| Sign Plans | 40 | 50 | 190 | 280 |
| Stage Construction Plan - Muscoy Bridge Retrofit (1 stage) | 95 | 40 | 10 | 145 |
| Developed Combined Specifications | 10 | 40 | 40 | 90 |
| Developed Combined Estimate | 15 | | | 15 |
| Design Coordination Meetings (2 so far + 3 more) | 10 | | | 10 |
| Review of Combined Segment 5/11 Stage Construction Plans | | | | |
| Total | 205 | 235 | 380 | 820 |

Assumptions:

- PB will provide Segment 11 95% PS&E to DMJM Harris in Electronic format
- SANBAG will provide electronic roadway files of Muscoy Bridge area
- Muscoy bridge can be constructed in one stage relative to freeway traffic shifts

| Task | Project Engr | Engineer III | Engineer I | Total |
|---------------------|--------------|--------------|------------|-------|
| Update Reports | 25 | 60 | 20 | 105 |
| Drainage Report | 10 | 20 | 5 | 35 |
| SWDR | | | | 0 |
| Total | 35 | 80 | 25 | 140 |
| Total Roadway Hours | 240 | 315 | 405 | 960 |

- Materials, Foundations, Noise Reports will not be modified

Total Hours

1246

COST AND PRICE ANALYSIS

SAN BERNARDINO ASSOCIATED GOVERNMENTS

| NAME OF CONSULTANT | | TITLE OF PROJECT | | |
|--|--|---|---------------------|---------------------------|
| TRC | | I-215 Widening/Reconstruction Segment 5 | | |
| Detail Description | | Estimated Hours | (Average) Rate/Hour | Total Estimated Cost (\$) |
| 1. DIRECT LABOR (Specify) SEE CONTINUATION SHEET | | | | |
| PROJECT MANAGER | | 0 | \$60.00 | 0.00 |
| SENIOR CONSULTANT & QA/QC | | 27 | \$60.00 | 1,620.00 |
| ROADWAY TASK LEAD | | 55 | \$58.00 | 3,190.00 |
| SR ENGINEER | | 233 | \$55.00 | 12,787.50 |
| ENGINEER | | 667 | \$38.00 | 25,346.00 |
| PRINCIPAL BRIDGE ENGINEER | | 0 | | 0.00 |
| ASSOCIATE ENGINEER II | | 0 | | 0.00 |
| ASSOCIATE ENGINEER I | | 705 | \$28.00 | 19,726.00 |
| PROJECT CONTROLS | | 0 | | 0.00 |
| ADMINISTRATIVE ASSISTANT | | 0 | | 0.00 |
| TOTAL | | 1,686 | | \$62,669.50 |
| 2. INDIRECT COSTS (Overhead, G&A-specify) | | Burden Rate | X Base = | Burden (\$) |
| | | 155.00% | \$62,669.50 | \$97,137.73 |
| | | | | |
| | | | | |
| | | | | |
| 3. TOTAL DIRECT LABOR AND INDIRECT COSTS (Sum of lines 1 and 2) | | | | \$159,807.23 |
| 4. FIXED FEE OR PROFIT (Specify, applies to line 3) | | Percent | X Base = | Fee (\$) |
| | | 10.00% | \$159,807.23 | \$15,980.72 |
| | | | | |
| | | | | |
| TOTAL | | | | \$15,980.72 |
| 5. OTHER DIRECT COSTS | | | | |
| Reproduction/Plotting | | | | \$0.00 |
| Copying/Binding | | | | \$45.00 |
| Plotting | | | | \$2,304.00 |
| Transportation/Travel | | | | \$0.00 |
| Special Deliveries | | | | \$550.00 |
| Total ODC's | | | | \$2,899.00 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| 6. TOTAL CONTRACT COST (Sum of lines 3, 4 and 5) | | | | \$178,686.95 |
| DATE | | SIGNATURE & TITLE OF AUTHORIZED REPRESENTATIVE OF CONSULTANT | | |
| April 2, 2007 | | | | |

San Bernardino Associated Governments

COST PROPOSAL

I-215 Reconstruction - Segment 5

Effort to Combine Segment 11 and Segment 5 Roadway (Match Line at "F" 151+80 & "TW2" 151+50)

Effort to Check Segment 11 Staging & Combine Segment 11 and Segment 5 Stage Construction

| TASKS | | Labor Hours by Classification | | | | | | | | | | Total Hours |
|--|---|-------------------------------|------|------|------|-------|-------|---------|--------|-------|--------|-------------|
| | | 1 PM | 2 SC | 3 RL | 4 SE | 5 ENG | 6 PBE | 7 AE II | 8 AE I | 9 PRC | 10 ADM | |
| Milestone 1 - Project Management & Project Controls | | | | | | | | | | | | |
| Subtask | Subtask Description | | | | | | | | | | | |
| 1 | Meetings (4 total meetings) | | 0 | 16 | 24 | 16 | | | | | | 56 |
| 2 | Coordination | | | | | | | | | | | 0 |
| 3 | | | | | | | | | | | | 0 |
| 4 | | | | | | | | | | | | 0 |
| | Subtotal | 0 | 0 | 16 | 24 | 16 | 0 | 0 | 0 | 0 | 0 | 56 |
| Milestone 2 - Submit Geometric Approval Drawings | | | | | | | | | | | | |
| Subtask | Subtask Description | | | | | | | | | | | |
| 1 | Field/Project Review | | | | | | | | | | | 0 |
| 2 | Develop Alternative 1 (Base Alternative) | | | | | | | | | | | 0 |
| 3 | Develop Alternative 1A (Widen Portion/Replace Portion Highland) | | | | | | | | | | | 0 |
| 4 | Develop Alternative 1B (SB ramp merge/NB exit) | | | | | | | | | | | 0 |
| 5 | Prepare GADs based on selected alternative | | | | | | | | | | | 0 |
| 6 | Complete design checklist | | | | | | | | | | | 0 |
| 7 | Prepare Mandatory & Advisory Fact Sheets | | | | | | | | | | | 0 |
| 8 | Additional GAD efforts to provide interim & ultimate widening | | | | | | | | | | | 0 |
| 9 | Additional Mandatory Fact Sheet Efforts | | | | | | | | | | | 0 |
| 10 | | | | | | | | | | | | 0 |
| | Subtotal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milestone 3 - General Plan / Type Selection Submittal | | | | | | | | | | | | |
| Subtask | Subtask Description | | | | | | | | | | | |
| 1 | | | | | | | | | | | | 0 |
| 2 | | | | | | | | | | | | 0 |
| 3 | | | | | | | | | | | | 0 |
| | Subtotal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milestone 4 - Type Selection Review Meeting | | | | | | | | | | | | |
| Subtask | Subtask Description | | | | | | | | | | | |
| 1 | Type Selection Meeting | | | | | | | | | | | 0 |
| | Subtotal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milestone 5 - 35% Submittal PS&E Roadway | | | | | | | | | | | | |
| Subtask | Subtask Description | | | | | | | | | | | |
| 1 | Typical Cross-Sections | | | | | | | | | | | 0 |
| 2 | Key Map & Line Index | | | | | | | | | | | 0 |
| 3 | Layout Plans | | | | | | | | | | | 0 |
| 4 | Profile Plans & Superelevation Diagrams | | | | | | | | | | | 0 |
| 5 | Contour Grading Plans | | | | | | | | | | | 0 |
| 6 | Conceptual Stage Construction Strip Map | | | | | | | | | | | 0 |
| 7 | Construction Cost Estimate | | | | | | | | | | | 0 |
| 8 | Preliminary Right of Way Requirements Exhibit | | | | | | | | | | | 0 |
| 9 | | | | | | | | | | | | 0 |
| | Subtotal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHASE 2 MILESTONES | | | | | | | | | | | | |
| Milestone 6 - Unchecked Details Submittal (Design) | | | | | | | | | | | | |
| Subtask | Subtask Description | | | | | | | | | | | |
| 1 | | | | | | | | | | | | 0 |
| 2 | | | | | | | | | | | | 0 |
| 3 | | | | | | | | | | | | 0 |
| | Subtotal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milestone 7 - Initial Bridge PS&E (IC, Quantities, SSP's) | | | | | | | | | | | | |
| Subtask | Subtask Description | | | | | | | | | | | |
| 1 | | | | | | | | | | | | 0 |
| 2 | | | | | | | | | | | | 0 |
| 3 | | | | | | | | | | | | 0 |
| | Subtotal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milestone 8 - Final Reports | | | | | | | | | | | | |
| Subtask | Subtask Description | | | | | | | | | | | |
| 1 | | | | | | | | | | | | 0 |
| 2 | | | | | | | | | | | | 0 |
| 3 | | | | | | | | | | | | 0 |
| | Subtotal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

San Bernardino Associated Governments

COST PROPOSAL

I-215 Reconstruction - Segment 5

Effort to Combine Segment 11 and Segment 5 Roadway (Match Line at "F" 151+80 & "TW2" 151+50)

Effort to Check Segment 11 Staging & Combine Segment 11 and Segment 5 Stage Construction

| TASKS | | Labor Hours by Classification | | | | | | | | | | Total Hours |
|--|---|-------------------------------|---------|---------|---------|----------|----------|------------|-----------|----------|-----------|----------------|
| | | 1 PM | 2 SC | 3 RL | 4 SE | 5 ENG | 6 PBE | 7 AE II | 8 AE I | 9 PRC | 10 ADM | |
| Milestone 9 - 65% PS&E Submittal of Roadway | | | | | | | | | | | | |
| Subtask | Subtask Description | | | | | | | | | | | 0 |
| 1 | Title Sheet | | | | | | | | | | | 0 |
| 2 | Typical Cross-Sections | | | | | | | | | | | 0 |
| 3 | Key Map & Line Index | | | | | | | | | | | 0 |
| 4 | Layout Plans | | | | | | | | | | | 0 |
| 5 | Profile Plans & Superelevation Diagrams | | | | | | | | | | | 0 |
| 6 | Construction Details | | | | | | | | | | | 0 |
| 7 | Contour Grading Plans | | | | | | | | | | | 0 |
| 8 | Stage Construction | | | | | | | | | | | 0 |
| 9 | Traffic Handling | | | | | | | | | | | 0 |
| 10 | Detour Plan | | | | | | | | | | | 0 |
| 11 | Construction Area Signs | | | | | | | | | | | 0 |
| 12 | Summary of Quantities | | | | | | | | | | | 0 |
| 13 | Right-Of-Way | | | | | | | | | | | 0 |
| 14 | Cost Estimate | | | | | | | | | | | 0 |
| 15 | Specifications | | | | | | | | | | | 0 |
| 16 | Add Seg. 11 elements to Seg. 5 | | | | | | | | | | | 0 |
| 17 | Eliminate Seg. 11 elements from Seg. 5 | | | | | | | | | | | 0 |
| | <i>Subtotal</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milestone 10 - Intermediate Bridge PS&E Submittal | | | | | | | | | | | | |
| Subtask | Subtask Description | | | | | | | | | | | 0 |
| 1 | | | | | | | | | | | | 0 |
| 2 | | | | | | | | | | | | 0 |
| | <i>Subtotal</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milestone 11 - 95% PS&E Submittal of Roadway | | | | | | | | | | | | |
| Subtask | Subtask Description | | | | | | | | | | | 0 |
| 1 | Title Sheet | | 0 | 2 | 0 | 24 | | 0 | 26 | | | 52 |
| 2 | Typical Cross-Sections | | 0 | 0 | 0 | 3 | | 0 | 3 | | | 6 |
| 3 | Key Map & Line Index | | 0 | 8 | 12 | 30 | | 0 | 38 | | | 88 |
| 4 | Layout Plans | | 0 | 0 | 8 | 10 | | 0 | 22 | | | 40 |
| 5 | Profile Plans & Superelevation Diagrams | | 4 | 9 | 14 | 32 | | 0 | 52 | | | 111 |
| 6 | Construction Details | | 2 | 2 | 4 | 20 | | 0 | 8 | | | 36 |
| 7 | Contour Grading Plans | | 1 | 0 | 16 | 18 | | 0 | 36 | | | 71 |
| 8 | Stage Construction | | 0 | 0 | 11 | 89 | | 0 | 123 | | | 223 |
| 9 | Traffic Handling | | 0 | 0 | 7 | 58 | | 0 | 78 | | | 143 |
| 10 | Detour Plan | | 1 | 0 | 2 | 4 | | 0 | 4 | | | 11 |
| 11 | Construction Area Signs | | 0 | 3 | 12 | 18 | | 0 | 48 | | | 81 |
| 12 | Summary of Quantities | | 1 | 2 | 4 | 4 | | 0 | 0 | | | 11 |
| 13 | Right-Of-Way | | 1 | 2 | 8 | 12 | | 0 | 0 | | | 23 |
| 14 | Cost Estimate | | 1 | 2 | 8 | 12 | | 0 | 0 | | | 23 |
| 15 | Specifications | | 1 | 2 | 8 | 12 | | 0 | 0 | | | 23 |
| 16 | Segment 11 Check and Formatting | | 15 | 6 | 68.5 | 217 | | 0 | 131.5 | | | 438 |
| | <i>Subtotal</i> | 0 | 26 | 36 | 175 | 551 | 0 | 0 | 569.5 | 0 | 0 | 1357 |
| Milestone 12 - Final Bridge PS&E | | | | | | | | | | | | |
| Subtask | Subtask Description | | | | | | | | | | | 0 |
| 1 | | | | | | | | | | | | 0 |
| | <i>Subtotal</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milestone 13 - 100% PS&E Submittal to Caltrans District Office Engineer | | | | | | | | | | | | |
| Subtask | Subtask Description | | | | | | | | | | | 0 |
| 1 | Title Sheet | | | | | | | | | | | 0 |
| 2 | Typical Cross-Sections | | | | | | | | | | | 0 |
| 3 | Key Map & Line Index | | | | | | | | | | | 0 |
| 4 | Layout Plans | | | | | | | | | | | 0 |
| 5 | Profile Plans & Superelevation Diagrams | | 0 | 3 | 6 | 12 | | 0 | 12 | | | 33 |
| 6 | Construction Details | | | | | | | | | | | 0 |
| 7 | Contour Grading Plans | | 1 | 0 | 11 | 13 | | 0 | 22 | | | 47 |
| 8 | Stage Construction | | 0 | 0 | 11 | 45 | | 0 | 60 | | | 116 |
| 9 | Traffic Handling | | 0 | 0 | 5 | 29 | | 0 | 39 | | | 73 |
| 10 | Detour Plan | | 0 | 0 | 1 | 1 | | 0 | 2 | | | 4 |
| 11 | Construction Area Signs | | | | | | | | | | | 0 |
| 12 | Summary of Quantities | | | | | | | | | | | 0 |
| 13 | Right-Of-Way | | | | | | | | | | | 0 |

San Bernardino Associated Governments

COST PROPOSAL

I-215 Reconstruction - Segment 5

Effort to Combine Segment 11 and Segment 5 Roadway (Match Line at "F" 151+80 & "TW2" 151+50)

Effort to Check Segment 11 Staging & Combine Segment 11 and Segment 5 Stage Construction

| TASKS | | Labor Hours by Classification | | | | | | | | | | Total Hours |
|--|---------------------|-------------------------------|---------|---------|---------|----------|----------|------------|-----------|----------|-----------|----------------|
| | | 1 PM | 2 SC | 3 RL | 4 SE | 5 ENG | 6 PBE | 7 AE II | 8 AE I | 9 PRC | 10 ADM | |
| 14 | Cost Estimate | | | | | | | | | | | 0 |
| 15 | Specifications | | | | | | | | | | | 0 |
| | | | | | | | | | | | | 0 |
| | <i>Subtotal</i> | 0 | 1 | 3 | 34 | 100 | 0 | 0 | 135 | 0 | 0 | 273 |
| Milestone 14 - Final Approved Roadway and Bridge to Caltrans Headquarters | | | | | | | | | | | | |
| Subtask | Subtask Description | | | | | | | | | | | 0 |
| 1 | | | | | | | | | | | | 0 |
| 2 | | | | | | | | | | | | 0 |
| | <i>Subtotal</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milestone 15 - Construction Support | | | | | | | | | | | | |
| Subtask | Subtask Description | | | | | | | | | | | 0 |
| 1 | | | | | | | | | | | | 0 |
| 2 | | | | | | | | | | | | 0 |
| | <i>Subtotal</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 0 | 27 | 55 | 233 | 667 | 0 | 0 | 704.5 | 0 | 0 | 1686 |
| | | PM | SC | RL | SE | ENG | PBE | AE II | AE I | PRC | ADM | |

| Project List of Drawings | | | | | | | | Total |
|--------------------------|--------|--------------------------------------|-------|--------|-----|------|----------|-------|
| No. | | Sheet Title | Scale | Seg 11 | 95% | 100% | Subtotal | |
| 2 | X- 1 | Typical Section (I-215) | ns | 0 | 6 | 0 | 6 | 52 |
| 3 | X- 2 | Typical Section (I-215) | ns | 0 | 6 | 0 | 6 | |
| 4 | X- 3 | Typical Section (I-215) | ns | 0 | 6 | 0 | 6 | |
| 5 | X- 4 | Typical Section (I-215) | ns | 0 | 6 | 0 | 6 | |
| 6 | X- 5 | Typical Section (I-215) | ns | 0 | 0 | 0 | 0 | |
| 7 | X- 6 | Typical Section (TW2 and H1) | ns | 0 | 16 | 0 | 16 | |
| 8 | X- 7 | Typical Section (M and C) | ns | 0 | 0 | 0 | 0 | |
| 9 | X- 8 | Typical Section (HH) | ns | 0 | 6 | 0 | 6 | |
| 10 | X- 9 | Typical Section (HH) | ns | 0 | 6 | 0 | 6 | |
| | | | | | | | | |
| 11 | K- 1 | Key Map (Sheet Index) | ns | 0 | 6 | 0 | 6 | 6 |
| | | | | | | | | |
| 12 | L- 1 | I-215 | 1:500 | 0 | 20 | 0 | 20 | 88 |
| 13 | L- 2 | I-215 and H1 | 1:500 | 0 | 24 | 0 | 24 | |
| 14 | L- 3 | I-215, H1 and TW2 | 1:500 | 0 | 32 | 0 | 32 | |
| 15 | L- 4 | I-215 | 1:500 | 0 | 12 | 0 | 12 | |
| 16 | L- 5 | I-215 | 1:500 | 0 | 0 | 0 | 0 | |
| 17 | L- 6 | I-215 | 1:500 | 0 | 0 | 0 | 0 | |
| 18 | L- 7 | Massachusetts Avenue | 1:500 | 0 | 0 | 0 | 0 | |
| 19 | L- 8 | Massachusetts Avenue | 1:500 | 0 | 0 | 0 | 0 | |
| 20 | L- 9 | Highland Avenue | 1:500 | 0 | 0 | 0 | 0 | |
| | | | | | | | | |
| 21 | P- 1 | I-215 (E5) | 1:500 | 0 | 0 | 0 | 0 | 40 |
| 22 | P- 2 | I-215 (E5) | 1:500 | 0 | 0 | 0 | 0 | |
| 23 | P- 3 | I-215 (F) | 1:500 | 0 | 8 | 0 | 8 | |
| 24 | P- 4 | I-215 (F) | 1:500 | 0 | 0 | 0 | 0 | |
| 25 | P- 5 | I-215 (F) | 1:500 | 0 | 0 | 0 | 0 | |
| 26 | P- 6 | I-215 (F) | 1:500 | 0 | 0 | 0 | 0 | |
| 27 | P- 7 | I-215 (F) | 1:500 | 0 | 0 | 0 | 0 | |
| 28 | P- 8 | I-215 (G) | 1:500 | 0 | 8 | 0 | 8 | |
| 29 | P- 9 | I-215 (G) | 1:500 | 0 | 0 | 0 | 0 | |
| 30 | P- 10 | I-215 (G) | 1:500 | 0 | 0 | 0 | 0 | |
| 31 | P- 11 | I-215 (G) | 1:500 | 0 | 0 | 0 | 0 | |
| 32 | P- 12 | I-215 (G) | 1:500 | 0 | 0 | 0 | 0 | |
| 33 | P- 13 | I-215 (H1) | 1:500 | 0 | 2 | 0 | 2 | |
| 34 | P- 14 | I-215 (H1) | 1:500 | 0 | 2 | 0 | 2 | |
| 35 | P- 15 | Massachusetts Avenue | 1:500 | 0 | 0 | 0 | 0 | |
| 36 | P- 16 | Massachusetts Avenue | 1:500 | 0 | 0 | 0 | 0 | |
| 37 | P- 17 | Highland Avenue | 1:500 | 0 | 0 | 0 | 0 | |
| 38 | P- 18 | Highland Avenue | 1:500 | 0 | 0 | 0 | 0 | |
| 39 | P- 19 | Highland Avenue | 1:500 | 0 | 8 | 0 | 8 | |
| 40 | P- 20 | TW2 | 1:500 | 0 | 12 | 0 | 12 | |
| | | | | | | | | |
| 41 | WPC- 1 | Temp. Water Pollution Control Detail | ns | 0 | 0 | 0 | 0 | 0 |
| 42 | WPC- 2 | Temp. Water Pollution Control Detail | ns | 0 | 0 | 0 | 0 | |
| 41 | C- 1 | Construction Details (Miscellaneous) | ns | 0 | 0 | 0 | 0 | 24 |
| 42 | NEW | Construction Detail (DW and AC Ramp) | ns | 0 | 13 | 11 | 24 | |
| 43 | C- 2 | Construction Details (Transitions) | ns | 0 | 0 | 0 | 0 | |
| 44 | C- 3 | Construction Details (MVP) | 1:500 | 0 | 0 | 0 | 0 | |
| 45 | C- 4 | Construction Details (H1 Gore) | 1:200 | 0 | 4 | 0 | 4 | |
| 46 | C- 5 | Construction Details (M and M1) | 1:200 | 0 | 0 | 0 | 0 | |
| 47 | C- 6 | Construction Details (M) | 1:200 | 0 | 0 | 0 | 0 | |

| Project List of Drawings | | | | | | | | Total |
|--------------------------|--------|--------------------------------------|--------|--------|-----|------|----------|-------|
| No. | | Sheet Title | Scale | Seg 11 | 95% | 100% | Subtotal | |
| 48 | C- 7 | Construction Details (HH) | 1:200 | 0 | 0 | 0 | 0 | |
| 49 | C- 8 | Construction Details (Intersection) | 1:200 | 0 | 4 | 0 | 4 | |
| 50 | C- 9 | Construction Details (Intersection) | 1:200 | 0 | 29 | 11 | 40 | |
| 51 | C- 10 | Construction Details (Cajon) | 1:200 | 0 | 0 | 0 | 0 | |
| 52 | NEW | Construction Detail (Serrano) | 1:200 | 0 | 23 | 11 | 34 | |
| 53 | C- 11 | Construction Details (ADL) | 1:500 | 0 | 10 | 0 | 10 | |
| 54 | C- 12 | Construction Details (ADL) | 1:500 | 0 | 9 | 0 | 9 | |
| 55 | C- 13 | Construction Details (ADL) | 1:500 | 0 | 10 | 0 | 10 | |
| 56 | C- 14 | Construction Details (ADL) | 1:500 | 0 | 9 | 0 | 9 | |
| 57 | C- 15 | Construction Details (ADL) | 1:500 | 0 | 0 | 0 | 0 | |
| 58 | C- 16 | Construction Details (ADL) | 1:500 | 0 | 0 | 0 | 0 | |
| 59 | C- 17 | Construction Details (ADL) | 1:500 | 0 | 0 | 0 | 0 | |
| 60 | C- 18 | Construction Details (ADL) | 1:500 | 0 | 0 | 0 | 0 | |
| 61 | C- 19 | Construction Details (ADL) | 1:500 | 0 | 0 | 0 | 0 | 144 |
| | | | | | | | | |
| 62 | G- 1 | Contour Grading Plan (I-215) | 1:500 | 0 | 0 | 0 | 0 | |
| 63 | G- 2 | Contour Grading Plan (I-215) | 1:500 | 0 | 18 | 0 | 18 | |
| 64 | G- 3 | Contour Grading Plan (I-215) | 1:500 | 0 | 18 | 0 | 18 | |
| 65 | G- 4 | Contour Grading Plan (I-215) | 1:500 | 0 | 0 | 0 | 0 | |
| 66 | G- 5 | Contour Grading Plan (I-215) | 1:500 | 0 | 0 | 0 | 0 | |
| 67 | G- 6 | Contour Grading Plan (I-215) | 1:500 | 0 | 0 | 0 | 0 | |
| 68 | G- 7 | Contour Grading Plan (Massachusetts) | 1:500 | 0 | 0 | 0 | 0 | |
| 69 | G- 8 | Contour Grading Plan (Massachusetts) | 1:500 | 0 | 0 | 0 | 0 | |
| 70 | G- 9 | Contour Grading Plan (Highland) | 1:500 | 0 | 0 | 0 | 0 | 36 |
| | | | | | | | | |
| 118 | CS- 4 | Construction Area Signs | ns | 0 | 0 | 0 | 0 | |
| 119 | CS- 2 | Construction Area Signs | ns | 0 | 0 | 0 | 0 | |
| 120 | CS- 1 | Construction Area Signs (Seg 11) | ns | 15 | 11 | 4 | 30 | 30 |
| | | | | | | | | |
| 121 | SC- 4 | Stage Construction Index - Stage 1 | 1:2000 | 0 | 0 | 0 | 0 | |
| 122 | SC- 2 | Stage Construction Index - Stage 2A | 1:2000 | 0 | 0 | 0 | 0 | |
| 123 | SC- 3 | Stage Construction Index - Stage 2B | 1:2000 | 0 | 4 | 4 | 8 | |
| 124 | SC- 4 | Stage Construction Index - Stage 2C | 1:2000 | 0 | 4 | 4 | 8 | |
| 125 | SC- 5 | Stage Construction Index - Stage 3 | 1:2000 | 0 | 0 | 0 | 0 | |
| 126 | SC- 6 | Stage Construction Index - Stage 4 | 1:2000 | 0 | 0 | 0 | 0 | |
| 127 | SC- 7 | Stage Construction Index - Stage 5 | 1:2000 | 0 | 0 | 0 | 0 | |
| 128 | SC- 1 | SC Index - Stage 1A (Seg 11) | ns | 18 | 4 | 4 | 26 | |
| 129 | SC- 2 | SC Index - Stage 1B (Seg 11) | ns | 18 | 4 | 4 | 26 | |
| 130 | SC- 3 | SC Index - Stage 1C (Seg 11) | ns | 18 | 8 | 4 | 30 | |
| 131 | SC- 4 | SC Index - Stage 1D (Seg 11) | ns | 18 | 8 | 4 | 30 | |
| 132 | SC- 5 | SC Index - Stage 1E (Seg 11) | ns | 18 | 8 | 4 | 30 | |
| 133 | SC- 6 | SC Index - Stage 2A (Seg 11) | ns | 18 | 8 | 4 | 30 | |
| 134 | SC- 7 | SC Index - Stage 2B (Seg 11) | ns | 18 | 8 | 4 | 30 | |
| 135 | NEW | SC Index - Stage 2C (Seg 11) | ns | 0 | 15 | 11 | 26 | 244 |
| | | | | | | | | |
| 136 | SC- 8 | Traffic Handling | ns | 0 | 4 | 2 | 6 | |
| 137 | SC- 9 | Traffic Handling - Stage 1 | 1:500 | 0 | 4 | 3 | 7 | |
| 138 | SC- 10 | Traffic Handling - Stage 1 | 1:500 | 0 | 0 | 0 | 0 | |
| 139 | SC- 11 | Traffic Handling - Stage 1 | 1:500 | 0 | 0 | 0 | 0 | |
| 140 | SC- 12 | Traffic Handling - Stage 1 | 1:500 | 0 | 0 | 0 | 0 | |
| 141 | SC- 13 | Traffic Handling - Stage 1 | 1:500 | 0 | 2 | 2 | 4 | |
| 142 | SC- 14 | Traffic Handling - Stage 1 | 1:500 | 0 | 0 | 0 | 0 | |

| Project List of Drawings | | | | | | | | Total |
|--------------------------|--------|-----------------------------|-------|--------|-----|------|----------|-------|
| No. | | Sheet Title | Scale | Seg 11 | 95% | 100% | Subtotal | |
| 143 | SC- 15 | Traffic Handling - Stage 1 | 1:500 | 0 | 0 | 0 | 0 | |
| 144 | SC- 16 | Traffic Handling - Stage 1 | 1:500 | 0 | 0 | 0 | 0 | |
| 145 | SC- 17 | Traffic Handling - Stage 1 | 1:500 | 0 | 5 | 4 | 9 | |
| 146 | SC- 18 | Traffic Handling - Stage 1 | 1:500 | 0 | 5 | 4 | 9 | |
| 147 | SC- 19 | Traffic Handling - Stage 2A | 1:500 | 0 | 0 | 0 | 0 | |
| 148 | SC- 20 | Traffic Handling - Stage 2A | 1:500 | 0 | 0 | 0 | 0 | |
| 149 | SC- 21 | Traffic Handling - Stage 2A | 1:500 | 0 | 0 | 0 | 0 | |
| 150 | SC- 22 | Traffic Handling - Stage 2A | 1:500 | 0 | 0 | 0 | 0 | |
| 151 | SC- 23 | Traffic Handling - Stage 2A | 1:500 | 0 | 0 | 0 | 0 | |
| 152 | SC- 24 | Traffic Handling - Stage 2A | 1:500 | 0 | 0 | 0 | 0 | |
| 153 | SC- 25 | Traffic Handling - Stage 2A | 1:500 | 0 | 0 | 0 | 0 | |
| 154 | SC- 26 | Traffic Handling - Stage 2A | 1:500 | 0 | 0 | 0 | 0 | |
| 155 | SC- 27 | Traffic Handling - Stage 2B | 1:500 | 0 | 0 | 0 | 0 | |
| 156 | SC- 28 | Traffic Handling - Stage 2B | 1:500 | 0 | 0 | 0 | 0 | |
| 157 | SC- 29 | Traffic Handling - Stage 2B | 1:500 | 0 | 0 | 0 | 0 | |
| 158 | SC- 30 | Traffic Handling - Stage 2B | 1:500 | 0 | 0 | 0 | 0 | |
| 159 | SC- 31 | Traffic Handling - Stage 2B | 1:500 | 0 | 0 | 0 | 0 | |
| 160 | SC- 32 | Traffic Handling - Stage 2C | 1:500 | 0 | 0 | 0 | 0 | |
| 161 | SC- 33 | Traffic Handling - Stage 2C | 1:500 | 0 | 0 | 0 | 0 | |
| 162 | SC- 34 | Traffic Handling - Stage 2C | 1:500 | 0 | 0 | 0 | 0 | |
| 163 | SC- 35 | Traffic Handling - Stage 2C | 1:500 | 0 | 0 | 0 | 0 | |
| 164 | SC- 36 | Traffic Handling - Stage 3 | 1:500 | 0 | 0 | 0 | 0 | |
| 165 | SC- 37 | Traffic Handling - Stage 3 | 1:500 | 0 | 0 | 0 | 0 | |
| 166 | SC- 38 | Traffic Handling - Stage 3 | 1:500 | 0 | 0 | 0 | 0 | |
| 167 | SC- 39 | Traffic Handling - Stage 3 | 1:500 | 0 | 0 | 0 | 0 | |
| 168 | SC- 40 | Traffic Handling - Stage 3 | 1:500 | 0 | 0 | 0 | 0 | |
| 169 | SC- 41 | Traffic Handling - Stage 3 | 1:500 | 0 | 0 | 0 | 0 | |
| 170 | SC- 42 | Traffic Handling - Stage 4 | 1:500 | 0 | 0 | 0 | 0 | |
| 171 | SC- 43 | Traffic Handling - Stage 4 | 1:500 | 0 | 0 | 0 | 0 | |
| 172 | SC- 44 | Traffic Handling - Stage 4 | 1:500 | 0 | 0 | 0 | 0 | |
| 173 | SC- 45 | Traffic Handling - Stage 4 | 1:500 | 0 | 0 | 0 | 0 | |
| 174 | SC- 46 | Traffic Handling - Stage 4 | 1:500 | 0 | 0 | 0 | 0 | |
| 175 | SC- 47 | Traffic Handling - Stage 5 | 1:500 | 0 | 0 | 0 | 0 | |
| 176 | SC- 48 | Traffic Handling - Stage 5 | 1:500 | 0 | 0 | 0 | 0 | |
| 177 | SC- 49 | Traffic Handling - Stage 5 | 1:500 | 0 | 0 | 0 | 0 | |
| 178 | SC- 50 | Traffic Handling - Stage 5 | 1:500 | 0 | 0 | 0 | 0 | |
| 179 | SC- 1 | TH - Stage 1A (Seg 11) | 1:500 | 0 | 0 | 0 | 0 | |
| 180 | SC- 2 | TH - Stage 1A (Seg 11) | 1:500 | 4 | 4 | 2.5 | 10.5 | |
| 181 | SC- 3 | TH - Stage 1A (Seg 11) | 1:500 | 4 | 4 | 2.5 | 10.5 | |
| 182 | SC- 4 | TH - Stage 1A (Seg 11) | 1:500 | 4 | 4 | 2.5 | 10.5 | |
| 183 | SC- 5 | TH - Stage 1A (Seg 11) | 1:500 | 4 | 3 | 1.5 | 8.5 | |
| 184 | SC- 6 | TH - Stage 1A (Seg 11) | 1:500 | 0 | 0 | 0 | 0 | |
| 185 | SC- 7 | TH - Stage 1A (Seg 11) | 1:500 | 4 | 3 | 1.5 | 8.5 | |
| 186 | SC- 8 | TH - Stage 1A (Seg 11) | 1:500 | 4 | 3 | 1.5 | 8.5 | |
| 187 | SC- 9 | TH - Stage 1A (Seg 11) | 1:500 | 4 | 3 | 1.5 | 8.5 | |
| 188 | SC- 10 | TH - Stage 1A (Seg 11) | 1:500 | 4 | 3 | 1.5 | 8.5 | |
| 189 | SC- 11 | TH - Stage 1A (Seg 11) | 1:500 | 4 | 3 | 1.5 | 8.5 | |
| 190 | SC- 12 | TH - Stage 1A (Seg 11) | 1:500 | 4 | 3 | 1.5 | 8.5 | |
| 191 | SC- 13 | TH - Stage 1B (Seg 11) | 1:500 | 4 | 5 | 2.5 | 11.5 | |
| 192 | SC- 14 | TH - Stage 1B (Seg 11) | 1:500 | 4 | 5 | 2.5 | 11.5 | |
| 193 | SC- 15 | TH - Stage 1B (Seg 11) | 1:500 | 4 | 5 | 2.5 | 11.5 | |
| 194 | SC- 16 | TH - Stage 1C (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |

| Project List of Drawings | | | | | | | | Total |
|--------------------------|--------|--|-------|--------|-----|------|----------|-------|
| No. | | Sheet Title | Scale | Seg 11 | 95% | 100% | Subtotal | |
| 195 | SC- 17 | TH - Stage 1C (Seg 11) | 1:500 | 4 | 7 | 3 | 14 | |
| 196 | SC- 18 | TH - Stage 1C (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |
| 197 | SC- 19 | TH - Stage 1C (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |
| 198 | SC- 20 | TH - Stage 1C (Seg 11) | 1:500 | 0 | 0 | 0 | 0 | |
| 199 | SC- 21 | TH - Stage 1C (Seg 11) | 1:500 | 0 | 0 | 0 | 0 | |
| 200 | SC- 22 | TH - Stage 1C (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |
| 201 | SC- 23 | TH - Stage 1D (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |
| 202 | SC- 24 | TH - Stage 1D (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |
| 203 | SC- 25 | TH - Stage 1E (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |
| 204 | SC- 26 | TH - Stage 1E (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |
| 205 | SC- 27 | TH - Stage 2A (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |
| 206 | SC- 28 | TH - Stage 2A (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |
| 207 | SC- 29 | TH - Stage 2A (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |
| 208 | SC- 30 | TH - Stage 2A (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |
| 209 | SC- 31 | TH - Stage 2A (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |
| 210 | SC- 32 | TH - Stage 2A (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |
| 211 | SC- 33 | TH - Stage 2A (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |
| 212 | SC- 34 | TH - Stage 2B (Seg 11) | 1:500 | 4 | 0 | 0 | 4 | |
| 213 | SC- 35 | TH - Stage 2B (Seg 11) | 1:500 | 4 | 4 | 2.5 | 10.5 | |
| 214 | SC- 36 | TH - Stage 2B (Seg 11) | 1:500 | 4 | 4 | 2.5 | 10.5 | |
| 215 | SC- 37 | TH - Stage 2B (Seg 11) | 1:500 | 4 | 3 | 1 | 8 | |
| 216 | SC- 38 | TH - Stage 2B (Seg 11) | 1:500 | 4 | 3 | 1 | 8 | |
| 217 | SC- 39 | TH - Stage 2B (Seg 11) | 1:500 | 4 | 3 | 1 | 8 | |
| 218 | SC- 40 | TH - Stage 2B (Seg 11) | 1:500 | 4 | 3 | 1 | 8 | |
| 219 | SC- 41 | TH - Stage 2B (Seg 11) | 1:500 | 4 | 3 | 1 | 8 | |
| 220 | SC- 42 | TH - Stage 2B (Seg 11) | 1:500 | 4 | 3 | 1.5 | 8.5 | |
| 221 | SC- 43 | TH - Stage 2C (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |
| 222 | SC- 44 | TH - Stage 2C (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |
| 223 | SC- 45 | TH - Stage 2C (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |
| 224 | SC- 46 | TH - Stage 2C (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |
| 225 | SC- 47 | TH - Stage 2C (Seg 11) | 1:500 | 4 | 4 | 2 | 10 | |
| 226 | SCQ- 1 | Traffic Handling - Quantities | ns | 0 | 6 | 3 | 9 | |
| 227 | SCQ- 2 | Traffic Handling - Quantities | ns | 0 | 6 | 3 | 9 | |
| 228 | SCQ- 3 | Traffic Handling - Quantities | ns | 0 | 6 | 3 | 9 | |
| 229 | SCQ- 4 | Traffic Handling - Quantities | ns | 0 | 6 | 3 | 9 | |
| 230 | NEW | Traffic Handling - Quantities (Seg 11) | ns | 9 | 6 | 3 | 18 | |
| 231 | NEW | Traffic Handling - Quantities (Seg 11) | ns | 9 | 6 | 3 | 18 | |
| 232 | NEW | Traffic Handling - Quantities (Seg 11) | ns | 9 | 6 | 3 | 18 | 538 |
| 233 | TH- 4 | Detour Plan | ns | 0 | 0 | 0 | 0 | |
| 234 | TH- 2 | Detour Plan | ns | 0 | 0 | 0 | 0 | |
| 235 | TH- 3 | Detour Plan | ns | 0 | 6 | 3 | 9 | |
| 236 | TH- 4 | Detour Plan | ns | 0 | 0 | 0 | 0 | |
| 237 | TH- 5 | Detour Plan | ns | 0 | 6 | 3 | 9 | |
| 238 | TH- 6 | Detour Plan | ns | 0 | 6 | 3 | 9 | |
| 239 | TH- 7 | Detour Plan | ns | 0 | 0 | 0 | 0 | |
| 240 | TH- 1 | Detour Plan (Seg 11) | ns | 2 | 4 | 2 | 8 | |
| 241 | TH- 2 | Detour Plan (Seg 11) | ns | 2 | 4 | 2 | 8 | |
| 242 | TH- 3 | Detour Plan (Seg 11) | ns | 2 | 4 | 2 | 8 | |
| 243 | TH- 4 | Detour Plan (Seg 11) | ns | 2 | 4 | 2 | 8 | |
| 244 | TH- 5 | Detour Plan (Seg 11) | ns | 2 | 4 | 2 | 8 | |
| 245 | TH- 6 | Detour Plan (Seg 11) | ns | 2 | 4 | 2 | 8 | |

| Project List of Drawings | | | | | | | | Total |
|--------------------------|--------|---------------------------------------|-------|--------|-----|------|----------|-------|
| No. | | Sheet Title | Scale | Seg 11 | 95% | 100% | Subtotal | |
| 246 | TH- 7 | Detour Plan (Seg 11) | ns | 2 | 4 | 2 | 8 | |
| 247 | TH- 8 | Detour Plan (Seg 11) | ns | 2 | 4 | 2 | 8 | |
| 248 | TH- 9 | Detour Plan (Seg 11) | ns | 2 | 4 | 2 | 8 | |
| 249 | TH- 10 | Detour Plan (Seg 11) | ns | 2 | 4 | 2 | 8 | |
| 250 | TH- 11 | Detour Plan (Seg 11) | ns | 2 | 4 | 2 | 8 | |
| 251 | TH- 12 | Detour Plan (Seg 11) | ns | 2 | 4 | 2 | 8 | |
| 252 | TH- 13 | Detour Plan (Seg 11) | ns | 2 | 4 | 2 | 8 | |
| 253 | THD- 1 | Traffic Handling Details | ns | 0 | 0 | 0 | 0 | |
| 254 | THD- 2 | Traffic Handling Details | ns | 0 | 0 | 0 | 0 | |
| 255 | THD- 3 | Traffic Handling Details | ns | 0 | 0 | 0 | 0 | |
| 256 | NEW 0 | Traffic Handling Details (Seg 11) | ns | 0 | 14 | 7 | 21 | |
| 257 | NEW 0 | Traffic Handling Details (Seg 11) | ns | 0 | 14 | 7 | 21 | |
| 256 | THQ- 1 | Traffic Handling Quantities | ns | 0 | 6 | 3 | 9 | |
| 257 | THQ- 2 | Traffic Handling Quantities | ns | 0 | 6 | 3 | 9 | |
| 258 | THQ- 3 | Traffic Handling Quantities | ns | 0 | 6 | 3 | 9 | |
| 259 | NEW 0 | Traffic Handling Quantities (Seg 11) | ns | 0 | 9 | 5 | 14 | |
| 260 | NEW 0 | Traffic Handling Quantities (Seg 11) | ns | 0 | 9 | 5 | 14 | |
| 261 | NEW 0 | Traffic Handling Quantities (Seg 11) | ns | 0 | 9 | 5 | 14 | 242 |
| | | | | | | | | |
| 292 | Q- 1 | Summary of Quantites | ns | 24 | 27 | 0 | 51 | 153 |
| 293 | Q- 2 | Summary of Quantites | ns | 24 | 27 | 0 | 51 | |
| 294 | Q- 3 | Summary of Quantites | ns | 24 | 27 | 0 | 51 | |
| | | | | | | | | |
| 0 | 0 0 | Right-Of-Way | 0 | 0 | 11 | 0 | 11 | 113 |
| 0 | 0 0 | Meetings (Mgmt & Coordination) 4 mtgs | 0 | 0 | 56 | 0 | 56 | |
| 0 | 0 0 | Cost Estimate | 0 | 0 | 23 | 0 | 23 | |
| 0 | 0 0 | Specifications | 0 | 0 | 23 | 0 | 23 | |
| | | | | 438 | 975 | 273 | 1686 | 1686 |

Project List of Drawings

| No. | Sheet Title | Scale | SC | RL | SE | ENG | AE II | AE I | Total | SC | RL | SE | ENG | AE II | AE I | Total | SC | RL | SE | ENG | AE II | AE I | Total |
|----------|---|-------|----|----|----|-----|-------|------|-------|----|----|----|-----|-------|------|-------|----|----|----|-----|-------|------|-------|
| 2 | X-1 Typical Section (I-215) | ns | | | | | | | | | | | | | | | | | | | | | 0 |
| 3 | X-2 Typical Section (I-215) | ns | | | | | | | | | | | | | | | | | | | | | 3 |
| 4 | X-3 Typical Section (I-215) | ns | | | | | | | | | | | | | | | | | | | | | 3 |
| 5 | X-4 Typical Section (I-215) | ns | | | | | | | | | | | | | | | | | | | | | 3 |
| 6 | X-5 Typical Section (I-215) | ns | | | | | | | | | | | | | | | | | | | | | 3 |
| 7 | X-6 Typical Section (TW2 and H1) | ns | | | | | | | | | | | | | | | | | | | | | 0 |
| 8 | X-7 Typical Section (M and C) | ns | | | | | | | | | | | | | | | | | | | | | 8 |
| 9 | X-8 Typical Section (H+H) | ns | | | | | | | | | | | | | | | | | | | | | 0 |
| 10 | X-9 Typical Section (H+H) | ns | | | | | | | | | | | | | | | | | | | | | 3 |
| Subtotal | | | | | | | | | | | | | | | | | | | | | | | 52 |
| 11 | K-1 Key Map (Sheet Index) | ns | | | | | | | | | | | | | | | | | | | | | 6 |
| Subtotal | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | L-1 I-215 | 1:500 | | | | | | | | | | | | | | | | | | | | | 8 |
| 13 | L-2 I-215 and H1 | 1:500 | | | | | | | | | | | | | | | | | | | | | 20 |
| 14 | L-3 I-215, H1 and TW2 | 1:500 | | | | | | | | | | | | | | | | | | | | | 10 |
| 15 | L-4 I-215 | 1:500 | | | | | | | | | | | | | | | | | | | | | 24 |
| 16 | L-5 I-215 | 1:500 | | | | | | | | | | | | | | | | | | | | | 10 |
| 17 | L-6 I-215 | 1:500 | | | | | | | | | | | | | | | | | | | | | 32 |
| 18 | L-7 Massachusetts Avenue | 1:500 | | | | | | | | | | | | | | | | | | | | | 10 |
| 19 | L-8 Massachusetts Avenue | 1:500 | | | | | | | | | | | | | | | | | | | | | 12 |
| 20 | L-9 Highland Avenue | 1:500 | | | | | | | | | | | | | | | | | | | | | 0 |
| Subtotal | | | | | | | | | | | | | | | | | | | | | | | 88 |
| 21 | P-1 I-215 (E5) | 1:500 | | | | | | | | | | | | | | | | | | | | | 0 |
| 22 | P-2 I-215 (E5) | 1:500 | | | | | | | | | | | | | | | | | | | | | 0 |
| 23 | P-3 I-215 (F) | 1:500 | | | | | | | | | | | | | | | | | | | | | 4 |
| 24 | P-4 I-215 (F) | 1:500 | | | | | | | | | | | | | | | | | | | | | 8 |
| 25 | P-5 I-215 (F) | 1:500 | | | | | | | | | | | | | | | | | | | | | 0 |
| 26 | P-6 I-215 (F) | 1:500 | | | | | | | | | | | | | | | | | | | | | 0 |
| 27 | P-7 I-215 (F) | 1:500 | | | | | | | | | | | | | | | | | | | | | 0 |
| 28 | P-8 I-215 (G) | 1:500 | | | | | | | | | | | | | | | | | | | | | 4 |
| 29 | P-9 I-215 (G) | 1:500 | | | | | | | | | | | | | | | | | | | | | 8 |
| 30 | P-10 I-215 (G) | 1:500 | | | | | | | | | | | | | | | | | | | | | 0 |
| 31 | P-11 I-215 (G) | 1:500 | | | | | | | | | | | | | | | | | | | | | 0 |
| 32 | P-12 I-215 (G) | 1:500 | | | | | | | | | | | | | | | | | | | | | 0 |
| 33 | P-13 I-215 (H1) | 1:500 | | | | | | | | | | | | | | | | | | | | | 1 |
| 34 | P-14 I-215 (H1) | 1:500 | | | | | | | | | | | | | | | | | | | | | 2 |
| 35 | P-15 Massachusetts Avenue | 1:500 | | | | | | | | | | | | | | | | | | | | | 0 |
| 36 | P-16 Massachusetts Avenue | 1:500 | | | | | | | | | | | | | | | | | | | | | 0 |
| 37 | P-17 Highland Avenue | 1:500 | | | | | | | | | | | | | | | | | | | | | 0 |
| 38 | P-18 Highland Avenue | 1:500 | | | | | | | | | | | | | | | | | | | | | 0 |
| 39 | P-19 Highland Avenue | 1:500 | | | | | | | | | | | | | | | | | | | | | 4 |
| 40 | P-20 TW2 | 1:500 | | | | | | | | | | | | | | | | | | | | | 8 |
| Subtotal | | | | | | | | | | | | | | | | | | | | | | | 40 |
| 41 | WPC-1 Temp/Water Pollution Control Detail | ns | | | | | | | | | | | | | | | | | | | | | 0 |
| 42 | WPC-2 Temp/Water Pollution Control Detail | ns | | | | | | | | | | | | | | | | | | | | | 0 |
| 43 | C-1 Construction Details (Miscellaneous) | ns | | | | | | | | | | | | | | | | | | | | | 0 |
| 44 | NEW Construction Detail (DW and AC Ramp) | ns | | | | | | | | | | | | | | | | | | | | | 8 |
| 45 | C-2 Construction Details (Transitions) | ns | | | | | | | | | | | | | | | | | | | | | |

| Project List of Drawings | | | | | | | | | | Labor Hours by Classification | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------|-------------|-------------------------------------|-------|----|----|----|---|-------|----|-------------------------------|----|-----|----|----|----|---|-------|-----|----|----|-----|----|----|---------------|---|-------|----|----|----|-----|----|----|----|----------------|-------|----|----|----|-----|----|----|-------|---|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | | Seg 11 Check | | | | | | | | | | | | | | 95% Submittal | | | | | | | | | | 100% Submittal | | | | | | | | | | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No. | Sheet Title | Scale | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Sub | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Sub | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Sub | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Sub | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SC | RL | SE | ENG | AE | II | AE | I | Total | SC | RL | SE | ENG | AE | II | AE | I | Total | SC | RL | SE | ENG | AE | II | AE | I | Total | SC | RL | SE | ENG | AE | II | AE | I | Total | SC | RL | SE | ENG | AE | II | AE | I | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45 | C-4 | Construction Details (H1 Gore) | 1:200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46 | C-5 | Construction Details (M and M1) | 1:200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47 | C-6 | Construction Details (M) | 1:200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48 | C-7 | Construction Details (H1) | 1:200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49 | C-8 | Construction Details (Intersection) | 1:200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50 | C-9 | Construction Details (Intersection) | 1:200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51 | C-10 | Construction Details (Cajon) | 1:200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52 | NEW | Construction Detail (Serrano) | 1:200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53 | C-11 | Construction Details (ADL) | 1:500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54 | C-12 | Construction Details (ADL) | 1:500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55 | C-13 | Construction Details (ADL) | 1:500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56 | C-14 | Construction Details (ADL) | 1:500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57 | C-15 | Construction Details (ADL) | 1:500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58 | C-16 | Construction Details (ADL) | 1:500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59 | C-17 | Construction Details (ADL) | 1:500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60 | C-18 | Construction Details (ADL) | 1:500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61 | C-19 | Construction Details (ADL) | 1:500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Labor Hours by Classification

| Project List of Drawings | | | | | | | | | | Seg 11 Check | | | | | | | | | | 95% Submittal | | | | | | | | | | 100% Submittal | | | | | | | | | | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| No. | Sheet Title | Scale | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Sub | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Sub | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Sub | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Sub | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Sub | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Sub | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SC | RL | SE | ENG | AE | II | AE | I | Total | SC | RL | SE | ENG | AE | II | AE | I | Total | SC | RL | SE | ENG | AE | II | AE | I | Total | SC | RL | SE | ENG | AE | II | AE | I | Total | SC | RL | SE | ENG | AE | II | AE | I | Total | SC | RL | SE | ENG | AE | II | AE | I | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 138 | Traffic Handling - Stage 1 | 1:500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Project List of Drawings

[illegible]

| Project List of Drawings | | | Labor Hours by Classification | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------|-------------|--------------------------------------|-------------------------------|----|----|-----|-------|------|-------|----|----|----|-----|-------|------|-------|---------------|----|----|-----|-------|------|-------|----------------|----|----|-----|-------|------|-------|-------|----|-----|-----|-------|------|-------|----|----|----|-----|-------|------|-------|---|--|---|--|-------|--|
| | | | Seg 11 Check | | | | | | | | | | | | | | 95% Submittal | | | | | | | 100% Submittal | | | | | | | Total | | | | | | | | | | | | | | | | | | | |
| | | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | 8 | | Sub | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | 8 | | Sub | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | 8 | | Total | |
| | | | SC | RL | SE | ENG | AE II | AE I | Total | SC | RL | SE | ENG | AE II | AE I | Total | SC | RL | SE | ENG | AE II | AE I | Total | SC | RL | SE | ENG | AE II | AE I | Total | SC | RL | SE | ENG | AE II | AE I | Total | SC | RL | SE | ENG | AE II | AE I | Total | | | | | | |
| No. | Sheet Title | Scale | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 237 | TH- 5 | Detour Plan | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 238 | TH- 6 | Detour Plan | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 239 | TH- 7 | Detour Plan | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 240 | TH- 1 | Detour Plan (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 241 | TH- 2 | Detour Plan (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 242 | TH- 3 | Detour Plan (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 243 | TH- 4 | Detour Plan (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 244 | TH- 5 | Detour Plan (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 245 | TH- 6 | Detour Plan (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 246 | TH- 7 | Detour Plan (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 247 | TH- 8 | Detour Plan (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 248 | TH- 9 | Detour Plan (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 249 | TH- 10 | Detour Plan (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 250 | TH- 11 | Detour Plan (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 251 | TH- 12 | Detour Plan (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 252 | TH- 13 | Detour Plan (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 253 | THD- 1 | Traffic Handling Details | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 254 | THD- 2 | Traffic Handling Details | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 255 | THD- 3 | Traffic Handling Details | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 256 | NEW | Traffic Handling Details (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 257 | NEW | Traffic Handling Details (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 258 | THQ- 1 | Traffic Handling Quantities | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 259 | THQ- 2 | Traffic Handling Quantities | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 260 | THQ- 3 | Traffic Handling Quantities | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 261 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 262 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 263 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 264 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 265 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 266 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 267 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 268 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 269 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 270 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 271 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 272 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 273 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 274 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 275 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 276 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 277 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 278 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 279 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 281 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 282 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 283 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 284 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 285 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 286 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 287 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 288 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 289 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 290 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 291 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 292 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 293 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 294 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 295 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 296 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 297 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 298 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 299 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 300 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 303 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 304 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 305 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 306 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 307 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 308 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 309 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 310 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 311 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 313 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 314 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 315 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 316 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 317 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 318 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 319 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 320 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 338 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 373 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 374 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 380 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 381 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 382 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 383 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 384 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 385 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 386 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 387 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 388 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 389 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 391 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 392 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 393 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 406 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 407 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 408 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 409 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 410 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 411 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 412 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 413 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 414 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 415 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 416 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 417 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 418 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 419 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 420 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 421 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 422 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 423 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 424 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 425 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 426 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 427 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 428 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 429 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 430 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 431 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 432 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 433 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 434 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 435 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 436 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 437 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 438 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 439 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 440 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 441 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 442 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 443 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 444 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 445 | NEW | Traffic Handling Quantities (Seg 11) | ns | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

LIN Consulting, Inc.

I-215 Segment 5

SanBAG

Fee Estimate

3/15/07

| Task No. | Tasks Description | Principal QA/QC \$160 /hr | Sr. Project Manager \$150 /hr | Project Engineer \$90 /hr | Tech. Support \$55 /hr | Total Hours | Labor Subtotal | Other Direct Costs 2.0% | Total Cost |
|---------------------|--|----------------------------------|--------------------------------------|----------------------------------|-------------------------------|--------------------|-----------------------|--------------------------------|-------------------|
| Proposed Fee | | | | | | | | | |
| 1 | Review and Coordinate I-210 Segment 11 P | 1 | 8 | 12 | | 21 | \$2,440 | \$50 | \$2,490 |
| 2 | Revise F/O plans | 1 | 4 | 8 | | 13 | \$1,480 | \$30 | \$1,510 |
| TOTAL | | 2 | 12 | 20 | - | 34 | \$3,920 | \$80 | \$4,000 |

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 8

Date: April 12, 2007

Subject: 2007/2008 Budget – Major Projects Tasks

Recommendation: * Receive Final Major Projects Tasks for the 2007/08 Budget

Background: In March the Major Projects Committee received the first draft of the proposed budget for Major Projects Task for the 2007/08 Budget. Staff highlighted several new or one-year old initiatives which are further discussed below as well as in the narratives of each task listed. Beyond the new initiatives the Major Projects Budget is generally a continuation effort to deliver major freeway projects identified in current Measure I, deliver railroad grade separation projects in which SANBAG is lead agency, deliver various freeway interchange projects, and initiate project development for Measure I 2010-2040 projects.

The following is a list of tasks which will be presented for Committee review:

| <u>Task Number</u> | <u>Description</u> | <u>Manager</u> |
|--------------------|---------------------------------|----------------|
| 81508000 | Measure I Program Management | Kettle |
| 81608000 | Rt. 71 Right of Way Acquisition | Kettle |
| 81808000 | Rt. 71 Landscape Design/Const. | Kettle |
| 82008000 | SR. 210 Construction | Kettle |
| 82208000 | SR 210 Right of Way Acquisition | Kettle |
| 82408000 | SR 210 Construction | Kettle |

Major Projects Committee

Date: _____

Moved: _____

Second: _____

In Favor: _____

Opposed: _____

Abstained: _____

Witnessed: _____

| <u>Task Number</u> | <u>Description</u> | <u>Manager</u> |
|--------------------|---------------------------------------|----------------|
| 82508000 | Interstate 10 HOV Project Development | Kettle |
| 83008000 | I-215 San/Riv Project Development | Kettle |
| 83408000 | I-215 Final Design | Kettle |
| 83608000 | I-215 Right of Way Acquisition | Kettle |
| 83808000 | I-215 Construction | Kettle |
| 84008000 | I-215 Barton Road Interchange | Kettle |
| 84108000 | I-10 Riverside Interchange | Kettle |
| 84208000 | I-10 Tippecanoe Interchange | Kettle |
| 84308000 | I-10 Live Oak Canyon | Kettle |
| 84408000 | I-215 Mt. Vernon/Washington IC | Kettle |
| 86008000 | I-10 Lane Addition-Redlands | Kettle |
| 86208000 | I-10 Westbound Lane Addition | Kettle |
| 87008000 | Hunts Lane Grade Separation | Kettle |
| 87108000 | State St/Univ. Parkway Grade Sep. | Kettle |
| 87208000 | Ramona Avenue Grade Separation | Kettle |
| 87908000 | Colton Crossing | Kettle |
| 88008000 | I-15/I-215 Devore Interchange | Kettle |

These tasks are under the purview of the Major Projects Committee with the **Interstate 215 Mt. Vernon/Washington Interchange** being the only new specific task for 2007/08. Another budget initiative that will initially be funded through the Program Management Task (815) is an effort to develop a shelf of railroad grade separation projects. Also, the Executive Director is proposing staff additions to the Major Projects Program and those are being considered through a more comprehensive staff resources discussion through the Administrative Committee.

Committee members will recall that a number of new tasks were added last year (2006/07) including project development activities for the Interstate 10 HOV mainline project, the I-215/I-15 Devore Interchange, the Colton Crossing, Interstate 215 Barton Road Interchange, and Project/Construction Management for the Interstate 10 Riverside Avenue Interchange, and the Ramona Avenue Grade Separation.

A final point to mention related to the 2007/08 Budget is that while SANBAG Major Projects have received allocations of Corridor Mobility Improvement Account funds from the California Transportation Commission, those allocations are for construction on projects that are currently being designed and construction funds will not be necessary until the FY 2008/09 at the earliest.

Financial Impact: These tasks will be part of the overall budget adoption which establishes the financial and policy direction for the next fiscal year.

Reviewed By: This item is scheduled for review by the Major Projects Committee on April 12, 2007.

Responsible Staff: Darren Kettle, Director of Freeway Construction

TASK: 81508000 MEASURE I PROGRAM MANAGEMENT

OBJECTIVE: The primary objective of this Task for Fiscal Year 2007/08 is to perform all management, analysis, and administrative activity related to the implementation of the Measure I Major Projects Program. Major focus is on the management of SANBAG's contract program management staff in the development and delivery of the Major Projects. This Task includes SANBAG's direct project development and implementation activities for projects funded by Measure I, as well as monitoring of project development by Caltrans for projects funded by SANBAG under SB 45, participation in the development of programming strategies for all available funding for the State Transportation Improvement Program (STIP), the development of financial strategies, and participation in SANBAG policy development processes.

ACCOMPLISHMENTS: Previous work includes all activities leading up to the construction of the I-10 HOV Widening, the Route 71 freeway, and major portions of State Route 210. Additional accomplishments include progress on the development of the I-215 widening, development of I-10 East projects, and various interchange and grade separation design activities. A more thorough explanation of accomplishments can be found in task specific narratives associated with the Project Development Program.

DESCRIPTION: The management of the entire Measure I Major Projects Program is provided by this Task. It includes all management and administrative functions necessary to carry out the Measure I Major Projects Program as authorized by Public Utilities Code Section 180105 and Ordinance 89-1 of the San Bernardino County Transportation Authority. This Task also funds the activities of the Major Projects Committee including Commissioner stipends and mileage costs, as well as all the support costs for the program, including salaries, postage, printing, communications, travel and training, etc. No new contracts are anticipated to be let during the 2007/08 fiscal year.

WORK ELEMENTS:

1. **Project Costing:** Develop and regularly update detailed project cost estimates commensurate with the level of project development.
2. **Project Scheduling:** Prepare and regularly update detailed project schedules.
3. **Financial Forecasting & Planning:** In conjunction with SANBAG's Financial Adviser, forecast future revenues as a function of past receipts and other relevant factors. Develop models for analyzing anticipated revenues relative to project-level expenditure schedules, and develop basic financing plan.
4. **Strategic Planning:** Based on developed costs, schedules, and financing models, prepare/update Strategic Plan for the implementation of the Measure I Valley Major Projects Program.
5. **Project Implementation – State Route 210:** Proceed with all activities necessary to conclude construction of the eastern portion of State Route 210 (from Sierra to I-215) including all aspects of environmental reevaluation, right of way acquisition and utility relocation, design, construction management, and construction.

6. Project Implementation -- I-215: Continue (and expand) design activities on the I-215 North (from I-10 to SR 210) and begin construction activities, and continue preliminary engineering and environmental analysis on I-215 South (from Riverside County Line to I-10).
7. Project Implementation -- I-10 East: Continue construction activities on I-10 Mixed Flow lane addition project through Redlands. Continue preliminary engineering and environmental document development for additional westbound mixed flow lane on I-10 between Live Oak Canyon and Ford Street.
8. Project Control, Administration, and Reporting: continually monitor, track and report the status of each freeway project. Maintain all pertinent information on project scope, expenditures and schedule status for each project and the Major Projects Program. Maintain a cost and budget tracking and reporting system that will precisely track expenditures and forecast cost and budget trends. Maintain current project cost estimates and document cost or scope changes as they occur.
9. Consultant Selection and Management: Provide administrative and technical support for on-going consultant selection activities. Analyze bids/cost proposals and provide comparison estimates. Negotiate contracts that are fair and reasonable and in the best interest of the agency. Review consultant invoices for compliance with contract terms.
10. Participate on Caltrans Project Development Teams for projects funded by Regional Improvement Program funds or by other funds programmed by SANBAG.
11. Participate with SANBAG's staff executive committee in developing packages of funding recommendations for consideration by policy committees.

PRODUCT: The product of this work effort will be: 1) completed construction of Route 71; 2) completion of construction on I-10; 3) completed design and construction of State Route 210; 4) management, oversight, design and construction of I-215 projects; 5) various freeway interchange and railroad grade separation projects; and 6) all related cost and scheduling monitoring and control and related administrative support and reporting.

FUNDING

SOURCES: \$2,003,984 Measure I Valley Major Projects Fund

\$2,003,984 TOTAL NEW BUDGET

| | | |
|---|---|--|
| S | 0 | Total Anticipated Encumbrances on 06/30/07 |
| S | 0 | Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008 |

MANAGER: Darren Kettle

TASK NO. 81508000 Measure I Program Management
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|--------------------|----------------------------------|--------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$0 |
| Line Item | | | |
| Salaries | 181,133 | 210,295 | 290,549 |
| Extra Help | 1,592 | 0 | 0 |
| Fringe Allocation | 149,514 | 157,217 | 205,622 |
| Indirect Allocation | 389,603 | 344,212 | 445,413 |
| Building Operating Expenses | 43,482 | 0 | 0 |
| CNG Van | 0 | 100 | 0 |
| Commissioners Fees | 11,400 | 16,000 | 16,000 |
| Communications | 3,553 | 8,000 | 8,000 |
| Fixed Assets | 2,865 | 0 | 0 |
| Highway Construction | 216 | 0 | 0 |
| Meeting Expense | 2,303 | 2,000 | 2,000 |
| Mileage Reimb/Nonemployee | 965 | 1,000 | 1,500 |
| Mileage Reimb/SANBAG Only | 760 | 1,200 | 1,500 |
| Office Expense | 23,500 | 22,400 | 22,400 |
| Postage | 1,276 | 5,500 | 5,500 |
| Printing – Internal Only | 0 | 0 | 2,000 |
| Printing – Miscellaneous | 4,968 | 7,000 | 10,000 |
| Professional Services | 3,420,419 | 165,000 | 348,000 |
| Project Mgmt. Indirect Allocation | 0 | 5,129 | 44,000 |
| Project Mgmt. Staff | 0 | 70,950 | 550,000 |
| Public Information Activities | 42 | 15,000 | 15,000 |
| Records Storage | 2,494 | 2,000 | 6,000 |
| Rental of Equipment | 968 | 0 | 0 |
| Software | 5,477 | 10,000 | 10,000 |
| Subscriptions | 825 | 7,500 | 7,500 |
| Training/Membership | 3,001 | 2,000 | 5,000 |
| Travel – Air | 0 | 1,500 | 4,000 |
| Travel – Other | 1,856 | 1,500 | 4,000 |
| Utilities | 8,592 | 0 | 0 |
| Total New Budget | \$0 | \$0 | \$2,003,984 |
| Total Actual/Planned Budget | \$4,260,804 | \$1,055,503 | \$2,003,984 |

TASK: 81608000 ROUTE 71 RIGHT OF WAY ACQUISITION

OBJECTIVE: To complete the process of disposing of all excess right of way.

ACCOMPLISHMENTS: Basic acquisition and relocation work leading to right of way and utility certification is complete on all segments of Route 71. Final eminent domain work was completed during Fiscal Year 2001/2002. All required right of way mitigations have been implemented.

DESCRIPTION: The only work remaining under this task is to dispose of excess right of way. Under the terms of the original cooperative agreement with Caltrans, all excess right of way will either be sold, with the proceeds going to SANBAG, or transferred directly to SANBAG. New funds provided in this year's budget cover the anticipated SANBAG project management staff time that will be required to process the excess right of way.

WORK ELEMENTS:

1. Re-negotiate a cooperative agreement with Caltrans governing the disposal of excess right of way.
2. Begin the disposal of the excess right of way.

PRODUCT: Full and complete title to all required right of way, plus proceeds from sale of excess property.

FUNDING

| | | |
|-----------------|------------------------|---|
| SOURCES: | <u>\$16,000</u> | <u>Measure I Valley Major Projects Fund</u> |
| | <u>\$16,000</u> | <u>TOTAL NEW BUDGET</u> |
| | \$ 0 | Total Anticipated Encumbrances on 06/30/07 |
| | \$ 0 | Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008 |

MANAGER: Darren Kettle

TASK NO. 81608000 Route 71 Right Of Way Acquisition
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|-----------------|----------------------------------|------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$0 |
| Line Item | | | |
| Consulting Fees | 18,405 | 0 | 0 |
| Professional Services | 2,443 | 0 | 0 |
| Project Mgmt. Indirect Allocation | 0 | 3,419 | 1,000 |
| Project Mgmt. Staff | 0 | 47,300 | 15,000 |
| Right of Way | 0 | 750,000 | 0 |
| Total New Budget | \$0 | \$0 | \$16,000 |
| Total Actual/Planned Budget | \$20,848 | \$800,719 | \$16,000 |

TASK: 81808000 ROUTE 71 LANDSCAPE DESIGN/CONSTRUCTION

OBJECTIVE: The objective of this Task is to complete the approved landscaping project on the new Route 71 freeway.

ACCOMPLISHMENTS: In FY 2004/05, SANBAG terminated control of this project from the existing contractor. In order to complete the project consistent with the State Route 71 Highway Planting Master Plan, the SANBAG Board has awarded a new contract to complete the work not performed by the original contractor. Basic landscape construction and repairs were completed prior to the end of summer 2005, at which time the contractor was transitioned into the one year "plant establishment period," during which he must monitor the landscaping and replace any plant material that expires. The plant establishment period concluded in early 2007 and the landscape area will be completely turned over to Caltrans by the end of the 2006/07 fiscal year.

DESCRIPTION: During Fiscal Year 2007/2008, this Task will consist of litigation activities as SANBAG's pursues recovery of costs to complete the project. The final step will be for the landscape designer to complete the as-builts drawings for submittal to Caltrans.

WORK ELEMENTS:

1. Oversee plant establishment process.
2. Litigation related activities.

PRODUCT: A completed landscape project.

FUNDING

| | | |
|-----------------|------------------|---|
| SOURCES: | <u>\$537,000</u> | <u>Measure I Valley Major Projects Fund</u> |
| | <u>\$537,000</u> | <u>TOTAL NEW BUDGET</u> |
| | \$ 29,000 | Total Anticipated Encumbrances on 06/30/07 |
| | \$ 0 | Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008 |

MANAGER: Darren Kettle

TASK NO.: 81808000 Route 71 Landscape Design/Construction
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|------------------|----------------------------------|------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$29,000 |
| Professional Services | | | 29,000 |
| Line Item | | | |
| Consulting Fees | 0 | 18,503 | 0 |
| Highway Construction | 426,730 | 256,795 | 0 |
| Office Expense | 1 | 0 | 0 |
| Postage | 77 | 0 | 0 |
| Printing – Miscellaneous | (8) | 0 | 0 |
| Professional Services | 171,665 | 175,000 | 374,000 |
| Project Mgmt. Indirect Allocation | 0 | 1,710 | 13,000 |
| Project Mgmt. Staff | 0 | 47,300 | 150,000 |
| Total New Budget | \$0 | \$0 | \$537,000 |
| Total Actual/Planned Budget | \$598,464 | \$499,308 | \$566,000 |

TASK: 82008000 SR 210 FINAL DESIGN

OBJECTIVE: The objective of this Task is to move forward with final design of the SR 210 Segment 11 Contract 3 integrating it with design plans for Interstate 215 Segment 5. SANBAG is proceeding with consultant design on this last contract of the last segment of the corridor, which includes the I-215/SR-210 interchange and improvements along I-215 from Massachusetts Avenue to University Parkway.

ACCOMPLISHMENTS: Design on all other SR-210 segments including Contracts 1 and 2 of Segment 11 is complete. SR-210 is open to traffic from LA County line to Alder Avenue in Rialto. Segments east of Alder are either complete or in construction with a scheduled completion in Summer 2007. Design for Segment 11 Contract 3 is nearly 100% complete but will not proceed to construction until the plans can be integrated with Segment 5 of Interstate 215.

DESCRIPTION: SANBAG and Caltrans are working closely to complete Environmental Re-evaluation, finalize the design, and develop a construction package for this last contract of the SR-210 corridor. This contract includes construction of two new connectors between SR-210 and I-215, replacement of 27th Street Overcrossing Bridge across I-215, addition of a mixed flow lane and an auxiliary lane between I-215/SR-210 Interchange and University Parkway in the Northbound and Southbound directions respectively, and local street modifications. New money is provided for existing contracts to complete design of the above referenced projects. No new contracts are anticipated during Fiscal Year 2007/08.

WORK ELEMENTS:

1. Complete final design on the last remaining segment in accordance with the construction schedule.
2. Coordinate with Caltrans regarding right of way engineering tasks and right of way acquisition activities including railroad construction and maintenance agreement.
3. Coordinate with utility companies and Caltrans regarding utility relocations.
4. Finalize construction bid package, including special provisions, and integrate with Interstate 215 Segment 5 design.
5. Perform independent quality assurance of all final plans.
6. Negotiate and execute all necessary design and construction cooperative agreements with Caltrans.
7. Negotiate and execute all necessary traffic handling and construction Memoranda of Understanding with the City of San Bernardino.

PRODUCT: The product of this task will be a set of construction bid documents and agreements between SANBAG and Caltrans and with the City of San Bernardino.

FUNDING

SOURCES: \$498,000 Measure I Valley Major Projects Fund

\$498,000 TOTAL NEW BUDGET

\$239,000 Total Anticipated Encumbrances on 06/30/07

\$ 0 Unbudgeted Obligations in Contracts Approved Prior to
FY 2007/2008

MANAGER: Darren Kettle

TASK NO. 82008000 SR 210 Final Design
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|------------------|----------------------------------|------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$239,000 |
| Consulting Fees | | | 239,000 |
| Line Item | | | |
| Consulting Fees | 0 | 401,281 | 366,000 |
| Postage | 20 | 0 | 0 |
| Printing – Miscellaneous | 0 | 15,000 | 0 |
| Professional Services | 151,210 | 330,000 | 40,000 |
| Project Mgmt. Indirect Allocation | 0 | 8,548 | 7,000 |
| Project Mgmt. Staff | 0 | 118,250 | 85,000 |
| Total New Budget | \$0 | \$0 | \$498,000 |
| Total Actual/Planned Budget | \$151,230 | \$873,079 | \$737,000 |

TASK: 82208000 SR-210 RIGHT OF WAY ACQUISITION

OBJECTIVE: The objective of this Task is to provide a contingency backup to Caltrans for right of way acquisition services. Under current agreements, Caltrans is the lead for right of way acquisition. Right of way acquisition, however, is often the critical task that jeopardizes start of construction. The purpose of this Task is to be able to provide assistance to Caltrans through a contract with County Real Estate Services, should the need arise. Additionally, County Real Estate Services provides right of way services for projects that are not on the freeway system; this includes grade separation projects and other local projects.

ACCOMPLISHMENTS: County of San Bernardino Real Estate Services has provided and will continue to provide on going support for SR-210 and remains on-call to provide additional assistance as may be required for all SANBAG projects.

DESCRIPTION: Caltrans has primary responsibility for right of way functions on freeway projects; SANBAG with the assistance of County of San Bernardino Real Estate Services will provide support as needed. County of San Bernardino Real Estate Services will also provide all services necessary to acquire and control Right of Way for local projects and provide support to design and construction activities as needed.

WORK ELEMENTS:

1. Identify all right of way requirements and utility conflicts through design.
2. Maintain contract with County of San Bernardino Real Estate Services to provide administrative support to Caltrans on an as needed basis.
3. Manage and coordinate right of way acquisition and utility relocation activities.

PRODUCT: Legal possession of portions of right of way necessary for construction according to SANBAG's construction schedule.

FUNDING

| | | |
|-----------------|-----------------|---|
| SOURCES: | <u>\$92,000</u> | <u>Measure I Valley Major Projects Fund</u> |
| | <u>\$92,000</u> | <u>TOTAL NEW BUDGET</u> |
| | \$ 0 | Total Anticipated Encumbrances on 06/30/07 |
| | \$ 0 | Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008 |

MANAGER: Darren Kettle

TASK NO. 82208000 SR 210 Right Of Way Acquisition
MANAGER: Darren Kettle

BUDGET COMPARISON
2006/2007 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|----------------|----------------------------------|------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$0 |
| Line Item | | | |
| Professional Services | 0 | 0 | 0 |
| Project Mgmt. Indirect Allocation | 0 | 1,710 | 7,000 |
| Project Mgmt. Staff | 0 | 53,650 | 85,000 |
| Total New Budget | \$0 | \$0 | \$92,000 |
| Total Actual/Planned Budget | \$0 | \$55,360 | \$92,000 |

TASK: 82408000 SR 210 CONSTRUCTION

OBJECTIVE: The objective of this Task is to construct Route 210.

ACCOMPLISHMENTS: In August 2001, a section of Route 210 from Day Creek Blvd in Rancho Cucamonga to Sierra Ave. in Fontana was opened. In November 2002, the section from the L.A. County Line to Day Creek Blvd. opened to traffic. In September 2005, one lane each way was opened from Sierra Ave. to Alder Ave. in Rialto. The remaining sections from Alder Avenue to I-215 are now under various stages of construction with extensive construction activities occurring in Fiscal Year 2005/06 through FY 2007/08.

DESCRIPTION: This work is the actual construction of remaining portions of the SR-210 freeway. A large number of separate construction contracts will be underway during the fiscal year including construction, construction management, construction survey, materials testing among others.

WORK ELEMENTS:

1. Manage on-going construction.
2. Continue public information activities.
3. Continue coordination with cities regarding construction staging provisions, and any construction impacts to local traffic.
4. Continue coordination of right of way acquisitions and utility relocations.

PRODUCT: The final product of this job will be completion of the SR-210 freeway from the Los Angeles County line to east of I-215.

FUNDING

SOURCES: \$14,244,510 Measure I Valley Major Projects Fund

\$14,244,510 TOTAL NEW BUDGET

\$ 3,498,000 Total Anticipated Encumbrances on 06/30/07

\$ 0 Unbudgeted Obligations in Contracts Approved Prior to
FY 2007/2008

MANAGER: Darren Kettle

TASK NO. 82408000 SR 210 Construction
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|---------------------|----------------------------------|---------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$3,498,000 |
| Highway Construction | | | 2,235,000 |
| Professional Services | | | 1,263,000 |
| Line Item | | | |
| Salaries | 0 | 0 | 22,930 |
| Fringe Allocation | 0 | 0 | 16,228 |
| Indirect Allocation | 0 | 0 | 35,152 |
| Building Operating Expenses | 154,581 | 121,500 | 0 |
| Highway Construction | 62,125,068 | 55,872,705 | 11,513,000 |
| Meeting Expense | 0 | 2,000 | 0 |
| Office Expense | 1,641 | 2,000 | 2,000 |
| Postage | 1,411 | 0 | 2,000 |
| Printing - Miscellaneous | 16,292 | 0 | 0 |
| Professional Services | 8,883,751 | 9,352,133 | 1,545,000 |
| Project Mgmt. Indirect Allocation | 0 | 52,756 | 27,000 |
| Project Mgmt. Staff | 0 | 1,591,736 | 1,080,000 |
| Public Information Activities | 1,009 | 5,000 | 1,200 |
| Relocation Assist. Program | 9,360 | 0 | 0 |
| Total New Budget | \$0 | \$0 | \$14,244,510 |
| Total Actual/Planned Budget | \$71,193,113 | \$66,999,830 | \$17,742,510 |

TASK: 82508000 I-10 CORRIDOR PROJECT DEVELOPMENT

OBJECTIVE: The objective of this task for Fiscal Year 2007/08 is to make substantial progress towards completing preliminary engineering and the environmental document for the Interstate 10 HOV Lane project.

ACCOMPLISHMENTS: In late 2006, Caltrans approved the Project Study Report for the Interstate 10 HOV lane project. The project consists of adding a carpool lane in both the eastbound and westbound directions on Interstate 10 from Haven Avenue in Ontario to Ford Street in Redlands, a distance of over 25 miles. In the winter of 2006, the Board approved a funding strategy in which current Measure I advances available Valley Major Projects funds to initiate project development activities for the I-10 HOV project. The advanced funds would be repaid by the "Major Projects Program" of Measure I 2010-2040 in the first 2-3 years of the new Measure. It is anticipated that in the Spring of 2007, the Board will approve a consultant contract to proceed with the preliminary engineering and environmental document development.

DESCRIPTION: The purpose of this task is to complete preliminary project development activities, including preliminary engineering (30%-35% designed) and develop the necessary environmental document consistent with preferred design for the I-10 HOV lane project. in advance of

WORK ELEMENTS:

1. Continue preliminary engineering and activities related to the development and evaluation of design alternatives.
2. Continue environmental analysis and studies.

PRODUCT: The products of this Task will be approved preliminary engineering and an approved environmental document.

FUNDING

| | | |
|-----------------|------------------|---|
| SOURCES: | <u>\$582,000</u> | <u>Measure I Valley Major Projects Fund</u> |
| | <u>\$582,000</u> | <u>TOTAL NEW BUDGET</u> |
| | \$450,000 | Total Anticipated Encumbrances on 06/30/07 |
| | \$ 0 | Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008 |

MANAGER: Darren Kettle

TASK NO. 82508000 I-10 Corridor Project Development
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|----------------|----------------------------------|--------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$450,000 |
| Consulting Fees | | | 450,000 |
| Line Item | | | |
| Consulting Fees | 0 | 450,000 | 500,000 |
| Project Mgmt Indirect Allocation | 0 | 2,500 | 2,000 |
| Project Mgmt. Staff | 0 | 47,500 | 80,000 |
| Total New Budget | \$0 | \$0 | \$582,000 |
| Total Actual/Planned Budget | \$0 | \$500,000 | \$1,032,000 |

TASK: 83008000 I-215 SAN/RIV PROJECT DEVELOPMENT

OBJECTIVE: The objective of this Task is to perform the engineering and environmental analysis necessary to define the preferred project alternative and (eventually) to complete the final Environmental Impact Statement/Report (EIS/R).

ACCOMPLISHMENTS: The 2006/07 fiscal year focused efforts on the traffic study/analysis. The concurrent activities of preliminary geometric design and interchange design have been ongoing and are in concert with the traffic study. Several meetings between SANBAG and the Riverside County Transportation Commission (RCTC) have taken place during the effort to scope and define the project. The preliminary purpose and need statement for the environmental document has been drafted and has been through two reviews. When the traffic study is finalized, the final version of the purpose and need statement will be drafted. This project is in its infancy and will take years to complete.

DESCRIPTION: Work on this Task during the current year will focus on performing studies and analyses to be used for a final Project Report and Environmental document, primarily for the purposes of defining, scoping the improvement project and identifying environmental issues that must ultimately be addressed in the EIS/R. The "preferred alternative" must be defined and selected through the processes of the EIS/R. Other work will focus on the initial environmental studies necessary for the EIS/R. While the Riverside County Transportation Commission has acted to not prioritize for funding the Riverside County segments of this project in the first ten (10) years of their new measure, project development work will continue on the entire corridor. SANBAG will proceed on a separate path with project development activities for two interchanges on this corridor, Barton Road and Washington/Mt. Vernon, which are discussed in individual tasks.

WORK ELEMENTS:

1. Continue preliminary engineering and activities related to the development and evaluation of design alternatives.
2. Continue environmental analysis and studies.

PRODUCT: The product of this phase of the project development activity will be a final environmental impact statement/report. Subsequent phases will involve the development of detailed project design.

FUNDING

SOURCES: \$ 699,000 Measure I Valley Major Projects Fund

\$ 699,000 TOTAL NEW BUDGET

\$1,063,000 Total Anticipated Encumbrances on 06/30/07

\$ 0 Unbudgeted Obligations in Contracts Approved Prior to
FY 2007/2008

MANAGER: Darren Kettle

TASK: 83008000 I-215 San/Riv Project Development
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|------------------|----------------------------------|--------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$1,063,000 |
| Professional Services | | | 1,063,000 |
| Line Item | | | |
| Professional Services | 185,339 | 1,351,956 | 537,000 |
| Project Mgmt. Indirect Allocation | 0 | 17,097 | 12,000 |
| Project Mgmt. Staff | 0 | 236,501 | 150,000 |
| Total New Budget | \$0 | \$0 | \$699,000 |
| Total Actual/Planned Budget | \$185,339 | \$1,605,554 | \$1,762,000 |

TASK: 83408000 I-215 FINAL DESIGN

OBJECTIVE: The objective of this task for Fiscal Year 2007/08 is to continue with the final design of SANBAG's I-215 reconstruction/widening project from south of Rialto Avenue to the SR-210/I-215 interchange; to coordinate with Caltrans regarding Caltrans' efforts to complete the final design on the I-215 segment immediately south of the SANBAG project; and to integrate two distinct freeways segments (Segments 1 and 2) into a single Plans, Specifications, and Estimate (PS&E) package in anticipation of advertising for construction bids and finalize interagency agreements and obtain final permits, agency clearances, and funding approvals.

ACCOMPLISHMENTS: SANBAG opened bids for the 5th Street Bridge Project in Winter 2006 with the winning low-bid nearly 20% below the engineer's estimate which is testament to the quality and clarity of the PS&E package. SANBAG consultants and project management staff have continued coordination with Caltrans as they completed design of Segment 3 which will go to construction in Summer 2007.

DESCRIPTION: Work on this Task during Fiscal Year 2007/08 will consist of moving forward with integrating the final designs for Segments 1 and 2 into a single biddable PS&E package, and integrating segment 5 design with the design of SR 210 Segment 11 Contract 3 (high speed connectors between SR 210 and I-215) into a single biddable PS&E package.

WORK ELEMENTS:

1. Continue final design activities for Segments 1, 2, and 5, with special emphasis on early delivery of right of way requirements.
2. Combine and Integrate Segments 1 & 2 design and combine and integrate Segment 5 and SR 210 Segment 11, Contract 3.
3. Prepare construction bid packages for the two distinct projects.

PRODUCT: The product of this Task will be a final PS&E package for Interstate 215 Segments 1 & 2 and a final PS&E package for Interstate 215 Segment 5 integrated with SR 210 Segment 11, Contract 3.

FUNDING

SOURCES: \$1,002,000 Measure I Valley Major Projects Fund

\$1,002,000 TOTAL NEW BUDGET

\$3,114,000 Total Anticipated Encumbrances on 06/30/07

\$ 0 Unbudgeted Obligations in Contracts Approved Prior to
FY 2007/2008

MANAGER: Darren Kettle

TASK NO. 83408000 I-215 Final Design
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|--------------------|----------------------------------|--------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$3,114,000 |
| Consulting Fees | | | 3,114,000 |
| Line Item | | | |
| Consulting Fees | 0 | 4,019,487 | 851,000 |
| Office Expense | 6 | 0 | 0 |
| Postage | 96 | 0 | 0 |
| Professional Services | 4,012,870 | 991,513 | 0 |
| Project Mgmt. Indirect Allocation | 0 | 17,097 | 11,000 |
| Project Mgmt. Staff | 0 | 236,501 | 140,000 |
| Right of Way | 1,050,794 | 0 | 0 |
| Total New Budget | \$0 | \$0 | \$1,002,000 |
| Total Actual/Planned Budget | \$5,063,766 | \$5,264,598 | \$4,116,000 |

TASK: 83608000 I-215 RIGHT OF WAY ACQUISITION

OBJECTIVE: The objective of this task for Fiscal Year 2007/08 is to accelerate right of way acquisition for SANBAG's I-215 project; assist Caltrans right of way department by providing right of way requirements, provide funding for the right of way acquisition, and addressing design issues related to right of way acquisition; and to acquire right of way certification for all properties necessary for Segments 1, 2, & 5 construction.

ACCOMPLISHMENTS: Recent previous work includes submitting final right of way requirements for Segments 1, 2, and the 5th Street Overcrossing and getting a Certification 3 for the 5th Street Overcrossing project. SANBAG has worked with Caltrans to establish a funding scenario for all the property acquisitions on Segments 1, 2, 3, and 5 using a mixture of Federal, State, and Local funding.

DESCRIPTION: Work on this Task during Fiscal Year 2007/08 will consist of moving forward with right of way acquisition, including final right of way mapping, appraisals, and acquisitions for Segments 1, 2, and 5 as right of way acquisition has now become the critical path element in SANBAG's efforts to accelerate this project. With the allocation of Proposition 1B funds to this project, Segments 1 & 2 will now be combined as will Segment 5 with the SR 210/I-215 connectors.

WORK ELEMENTS:

1. Complete acquisition of all I-215 Corridor properties for start of construction.

PRODUCT: The product of this year's Task will be to make substantial progress, if not complete property acquisition for all remaining parcels necessary to accommodate construction of the remaining segments of the I-215 corridor.

FUNDING

| | | |
|-----------------|---------------------|--|
| SOURCES: | \$ 2,214,224 | Measure I Valley Major Projects Fund |
| | <u>\$15,924,776</u> | <u>Congestion Management Air Quality Program</u> |

| | |
|---------------------|-------------------------|
| <u>\$18,139,000</u> | <u>TOTAL NEW BUDGET</u> |
|---------------------|-------------------------|

| | |
|--------------|---|
| \$10,889,000 | Total Anticipated Encumbrances on 06/30/07 |
| \$ 0 | Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008 |

MANAGER: Darren Kettle

TASK NO. 83608000 I-215 Right of Way Acquisition
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|----------------|----------------------------------|---------------------|
| Allocation of Encumbrances | \$0 | \$0 | \$10,889,000 |
| Right of Way | | | 10,889,000 |
| Line Item | | | |
| Professional Services | 0 | 2,203,537 | 0 |
| Project Mgmt. Indirect Allocation | 0 | 3,419 | 11,000 |
| Project Mgmt. Staff | 0 | 47,300 | 140,000 |
| Right of Way | 0 | 32,846,568 | 17,988,000 |
| Total New Budget | \$0 | \$0 | \$18,139,000 |
| Total Actual/Planned Budget | \$0 | \$35,100,824 | \$29,028,000 |

TASK: 83808000 I-215 CONSTRUCTION

OBJECTIVE: The objective of this task Fiscal Year 2007/08 is to manage and construct SANBAG's first Interstate 215 project, the 5th Street Bridge, coordinate with Caltrans on the first I-215 Mainline segment that goes to construction in Summer 2007; to work with Caltrans on roles and responsibilities for these and upcoming construction projects; to secure necessary Federal, State and Local funding for scheduled construction projects; and to perform constructability reviews on PS & E packages in advance of going out to bid.

ACCOMPLISHMENTS: Recent previous work consists of a awarding a series of consultant services contracts for construction management, construction surveying and staking, and materials testing as required by Construction Cooperative Agreements with Caltrans and awarding a construction contract to Atkinson Construction for 5th Street Bridge Project. SANBAG also awarded a consultant services contract for public outreach activities. SANBAG is assisting Caltrans with the final PS & E package for Segment 3 to insure it ready to bid as well as working out the funding scenario for this construction package.

DESCRIPTION: Work on this task during Fiscal Year 2007/08 will consist of comprehensive construction management activities for the 5th Street Overcrossing. Caltrans will Advertise, Award, and Administer (AAA) the construction of Segment 3 beginning in Spring/Summer 2007 with SANBAG acting in a coordination and review role.

WORK ELEMENTS:

1. Manage on-going construction.
2. Continue public information activities.
3. Continue coordination with the City of San Bernardino regarding construction staging provisions, and any construction impacts to local traffic.
4. Continue coordination of right of way acquisitions and utility relocations.

PRODUCT: The product of this year's task will be completed bid packages for the 5th Street Overcrossing project and Segment 3. Construction contracts for these 2 projects will be bid and awarded, and construction will start. A bid package for Segment 1 will be under final review.

FUNDING

| | | |
|-----------------|--------------------|---|
| SOURCES: | \$2,206,182 | Measure I Valley Major Projects Fund |
| | <u>\$6,000,000</u> | <u>Transportation Congestion Regional Program</u> |
| | <u>\$8,206,182</u> | <u>TOTAL NEW BUDGET</u> |
| | \$2,980,000 | Total Anticipated Encumbrances on 06/30/07 |
| | \$ 0 | Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008 |

MANAGER: Darren Kettle

TASK NO. 83808000 I-215 Construction
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|----------------|----------------------------------|---------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$2,980,000 |
| Professional Services | | | 2,980,000 |
| Line Item | | | |
| Salaries | 0 | 0 | 47,268 |
| Fringe Allocation | 0 | 0 | 33,452 |
| Indirect Allocation | 0 | 0 | 72,462 |
| Building Operating Expenses | 0 | 60,134 | 0 |
| Consulting Fees | 0 | 230,000 | 0 |
| Highway Construction | 0 | 8,020,000 | 6,000,000 |
| Printing – Miscellaneous | 0 | 10,000 | 10,000 |
| Professional Services | 0 | 1,179,866 | 1,648,000 |
| Project Mgmt. Indirect Allocation | 0 | 17,097 | 8,000 |
| Project Mgmt. Staff | 0 | 473,001 | 387,000 |
| Total New Budget | \$0 | \$0 | \$8,206,182 |
| Total Actual/Planned Budget | \$0 | \$9,990,098 | \$11,186,182 |

TASK: 84008000 I-215 BARTON ROAD INTERCHANGE

OBJECTIVE: The objective of this task is to complete the preliminary engineering and environmental document phase of the Barton Road Interchange project. This will consist of performing the engineering and environmental analysis necessary to define the preferred project alternative and obtain environmental clearance for an interchange consistent with the ultimate build-out condition of Interstate 215.

ACCOMPLISHMENTS: Caltrans took the lead on the Project Study Report (PSR) phase of the project which is expected to be complete by the end of FY 2006/07. SANBAG's efforts on the PR/ED phase of the project will not begin until the PSR has been approved. Upon approval of the PSR, SANBAG will issue a task order with the consultant team under contract for project development work for the I-215 corridor between San Bernardino and Riverside. As Proposition 1B funds have been allocated to fund various Measure I funded projects, Measure I Valley Major Project funds have become available to fund project development work for a couple of key "early" projects on the only remaining current Measure I Freeway project, that being the I-215 between San Bernardino and Riverside, specifically the interchanges at Barton Road and Mt. Vernon/Washington.

DESCRIPTION: Work on this Task during Fiscal Year 2007/08 will focus on finalizing the PSR and proceeding into preliminary engineering and environmental document development.

WORK ELEMENTS:

1. Preliminary engineering and activities related to the development and evaluation of design alternatives.
2. Environmental analysis and studies and development of environmental document.

PRODUCT: The product of this phase of the project development activity will be a Project Report and Environmental Document. Subsequent phases will involve the development of detailed project design.

FUNDING

SOURCES: \$836,000 Measure I Valley Major Projects Fund

\$836,000 TOTAL NEW BUDGET

\$ 0 Total Anticipated Encumbrances on 06/30/07

\$ 0 Unbudgeted Obligations in Contracts Approved Prior to
FY 2007/2008

MANAGER: Darren Kettle

TASK NO. 84008000 I-215 Barton Road Interchange
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|----------------|----------------------------------|------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$0 |
| Line Item | | | |
| Consulting Fees | 0 | 0 | 750,000 |
| Project Mgmt. Indirect Allocation | 0 | 0 | 80,000 |
| Project Mgmt. Staff | 0 | 0 | 6,000 |
| Total New Budget | \$0 | \$0 | \$836,000 |
| Total Actual/Planned Budget | \$0 | \$0 | \$836,000 |

TASK: 84108000 I-10 RIVERSIDE INTERCHANGE

OBJECTIVE: The objective of this task is to assist the City of Rialto by managing completion of final design and begin construction of the I-10/Riverside Avenue Interchange

ACCOMPLISHMENTS: A Project Study Report and a Project Report were completed in 1997 and 1999 respectively. The project received initial environmental approvals in 1998. Design activities started in 2001 and were approximately 50% complete when Caltrans asked for a Supplemental Environmental Document (ED) due to a 3-year lapse since approval of the last ED and the presence of an endangered species called the Delhi Sands Flower Loving Fly. In December 2005, SANBAG, at the request of the City of Rialto, took over project management responsibilities. A Value Analysis (VA) Study was undertaken in January 2006 and based on the VA recommendations and a desire to reduce the amount of time that the Riverside Bridge was constrained by construction, the city decided to shift from three stage construction to single stage construction.

DESCRIPTION: Work this year will include continuation of work to complete the environmental document for the I-10/Riverside Interchange, with completion expected by the end of 2006. Design will also continue with a target completion of early 2007. Work to be completed following environmental approvals includes Right of Way (ROW) acquisition, and utility relocations. About \$1.6 million of federal Demonstration funds, \$3.75 million of federal Interstate Maintenance Discretionary (IMD) funds, and \$16.2 million of City funds are available for construction. Total construction cost is expected to be in the range of \$24 to \$27 million. No new design contracts are anticipated during Fiscal Year 2007/2008. Given the change from three stage construction to one stage construction it is likely that a construction contract will not be awarded until FY 2008/09.

WORK ELEMENTS:

1. Prepare revised engineering scope of work and contract documents.
2. Perform consultant selection construction related consultants.
3. Prepare environmental document.
4. Manage completion of final design and bid package.
5. Complete Right of Way acquisition, and Utility relocation.
6. Execute a Cooperative Agreement between Caltrans, SANBAG, and City of Rialto for construction and proceed with Advertise, Award, and Administering the Construction contract.

PRODUCT: Completed environmental document, final design, and all right of way activities for the I-10/Riverside interchange.

FUNDING

| | | |
|-----------------|------------------|---|
| SOURCES: | <u>\$ 86,000</u> | <u>Measure I Valley Major Projects Fund</u> |
| | <u>\$ 86,000</u> | <u>TOTAL NEW BUDGET</u> |
| | \$250,000 | Total Anticipated Encumbrances on 06/30/07 |
| | \$ 0 | Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008 |

MANAGER: Darren Kettle

TASK NO. 84108000 I-10 Riverside Interchange
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|----------------|----------------------------------|------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$250,000 |
| Professional Services | | | 250,000 |
| Line Item | | | |
| Highway Construction | 0 | 4,000,000 | 0 |
| Printing – Miscellaneous | 0 | 10,000 | 0 |
| Professional Services | 0 | 1,500,000 | 0 |
| Project Mgmt. Indirect Allocation | 0 | 4,103 | 6,000 |
| Project Mgmt. Staff | 0 | 70,950 | 80,000 |
| Total New Budget | \$0 | \$0 | \$86,000 |
| Total Actual/Planned Budget | \$0 | \$5,585,053 | \$336,000 |

TASK: 84208000 I-10/TIPPECANOE INTERCHANGE

OBJECTIVE: The objective of this Task is to obtain environmental clearance and conceptual approval of design to be able to move on into final design, right of way acquisition, and construction on the I-10/Tippecanoe Interchange

ACCOMPLISHMENTS: A Project Study Report/Project Development Support document has been completed. The I-10/Tippecanoe Interchange Project Report and Environmental Document (PR/ED) had been on hold for an extended period pending completion of alternative analysis. A preferred alternative has been identified and technical studies are already underway. In addition, the Evans Street North work has been separated out as a distinct local project.

DESCRIPTION: Work this year will include continuation of work to complete the Project Report and environmental document for the I-10/Tippecanoe Interchange, with completion expected in the spring of 2008. About \$40 million of federal demonstration and SAFETEA-LU funds and \$2.5 million of State Interregional funds are available for final design and construction. The Federal Highway Administration (FHWA) has approved the use of about \$5 million of the federal funds for project development activities including preliminary engineering, environmental approvals and final design. These activities will continue through Fiscal Year 2007/08 and into future years. Total construction cost is expected to be in the range of \$15 to \$20 million, with right of way costs also in the same range. No new contracts are anticipated during Fiscal Year 2007/08.

WORK ELEMENTS:

1. Manage Engineering/Environmental consultant responsible for PR/ED.
2. Prepare Project Report and environmental document.
3. Consider various project delivery mechanisms.

PRODUCT: Approved Environmental Document, a completed Project Report and final design for the I-10/Tippecanoe interchange.

FUNDING

| | | |
|-----------------|------------------|---|
| SOURCES: | \$100,000 | Demo Funding |
| | <u>\$ 90,000</u> | <u>Measure I Valley Major Projects Fund</u> |
| | <u>\$190,000</u> | <u>TOTAL NEW BUDGET</u> |
| | \$ 70,000 | Total Anticipated Encumbrances on 06/30/07 |
| | \$ 0 | Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008 |

MANAGER: Darren Kettle

TASK NO. 84208000 I-10/Tippecanoe Interchange
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|------------------|----------------------------------|------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$70,000 |
| Consulting Fees | | | 70,000 |
| Line Item | | | |
| Consulting Fees | 0 | 0 | 125,000 |
| Office Expense | 9 | 0 | 0 |
| Professional Services | 125,880 | 358,019 | 0 |
| Project Mgmt. Indirect Allocation | 0 | 1,710 | 5,000 |
| Project Mgmt. Staff | 0 | 23,650 | 60,000 |
| Total New Budget | \$0 | \$0 | \$190,000 |
| Total Actual/Planned Budget | \$125,889 | \$383,379 | \$260,000 |

TASK: 84308000 I-10 LIVE OAK CANYON

OBJECTIVE: The objective of this task for Fiscal Year 2007/08 is to complete continue construction and construction management activities for the Live Oak Canyon/Interstate 10 Interchange reconstruction.

ACCOMPLISHMENTS:

Work in 2006/07 consisted of completing Plans, Specifications and Estimate (PS&E) package, the submission of updated environmental documents for Caltrans review, and updating the right of way mapping, acquiring right of way, advertising for and awarding a construction contract.

DESCRIPTION: In 2002 project design was 95% complete and the environmental document was in the final review and approval stage. However, later that year the project was suspended because of a lack of Traffic Congestion Relief Programs (TCRP) funds. As of the development of the 2007/08 Budget it is anticipated that a construction contract will be awarded at the June 2007 Board meeting. Construction and Construction Management are the primary activities in this task for Fiscal Year 2007/08. The project is fully funded from TCRP and contributions from the City of Yucaipa.

WORK ELEMENTS:

1. Manage on-going construction.
2. Continue coordination with the city of Yucaipa regarding construction staging provisions, and any construction impacts to local traffic.
3. Continue coordination of right of way acquisitions and utility relocations.

PRODUCT: The product of this Task will include final environmental approvals, a completed PS&E construction bid package, and advertising for and awarding a construction contract.

FUNDING

| | | |
|-----------------|--------------------|---|
| SOURCES: | \$ 255,557 | Measure I Valley Major Projects Fund |
| | \$4,152,000 | Transportation Congestion Relief Program |
| | <u>\$3,219,000</u> | <u>Local Fund - City of Yucaipa</u> |
| | <u>\$7,626,557</u> | <u>TOTAL NEW BUDGET</u> |
| | \$4,200,000 | Total Anticipated Encumbrances on 06/30/07 |
| | \$ 0 | Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008 |

MANAGER: Darren Kettle

TASK NO. 84308000 I-10 Live Oak Canyon
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|---------------------|----------------------------------|---------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$4,200,000 |
| Professional Services | | | 800,000 |
| Highway Construction | | | 3,400,000 |
| Line Item | | | |
| Salaries | 0 | 0 | 10,972 |
| Fringe Allocation | 0 | 0 | 7,765 |
| Indirect Allocation | 0 | 0 | 16,820 |
| Building Operating Expenses | 38,670 | 0 | 0 |
| Consulting Fees | 72,591 | 0 | 0 |
| Highway Construction | 15,420,329 | 3,525,666 | 5,600,000 |
| Meeting Expense | 6 | 0 | 0 |
| Mileage Reimb/SANBAG Only | 29 | 0 | 0 |
| Office Expense | 547 | 10,000 | 0 |
| Postage | 3,766 | 0 | 0 |
| Printing – Miscellaneous | 4,039 | 13,000 | 0 |
| Professional Services | 3,189,335 | 1,125,084 | 1,786,000 |
| Project Mgmt. Indirect Allocation | 0 | 5,129 | 5,000 |
| Project Mgmt. Staff | 0 | 70,950 | 200,000 |
| Total New Budget | \$0 | \$0 | \$7,626,557 |
| Total Actual/Planned Budget | \$18,729,312 | \$4,749,829 | \$11,826,557 |

TASK: 84408000 I-215 MOUNT VERNON/WASHINGTON INTERCHANGE

OBJECTIVE: This is a new task the objective of which is to facilitate the development of a Project Study Report (PSR) for a reconfigured interchange at Mt. Vernon Avenue/Washington and Interstate 215 consistent with the ultimate build-out condition of Interstate 215.

ACCOMPLISHMENTS: During Fiscal Year 2007/08 some progress was made on project development activities for the I-215 corridor between San Bernardino and Riverside. As Proposition 1B funds have been allocated to fund various Measure I funded projects, Measure I Valley Major Project funds have become available to fund project development work for a couple of key "early" projects on the only remaining current Measure I Freeway project, that being the I-215 between San Bernardino and Riverside, specifically the interchanges at Barton Road and Mt. Vernon/Washington.

DESCRIPTION: This work is a project management role in which SANBAG will issue a task order with the consultants currently performing project develop activities for the I-215 San Bernardino to Riverside Corridor contract for the necessary professional services that will produce a final PSR for the Mt.Vernon/Washington Interchange. The project management role will also include regularly scheduled Project Development Team meetings with Caltrans and local agency partners. The PSR is estimated to be completed by summer/fall 2008. Once the PSR is approved by Caltrans, SANBAG will proceed directly into preliminary engineering and environmental document development.

WORK ELEMENTS:

1. Manage Consultant contract.
2. Coordinate regularly schedule meetings of affected parties.
3. Submit final PSR to Caltrans for approval.

PRODUCT: The final product of this job will be completion of a PSR for the Mt. Vernon/Washington Interstate 215 Interchange in the City of Colton to be followed by the development of preliminary engineering and an environmental document.

FUNDING

SOURCES: \$407,000 Measure I Valley Major Projects Fund

\$407,000 TOTAL NEW BUDGET

\$ 0 Total Anticipated Encumbrances on 06/30/07
\$ 0 Unbudgeted Obligations in Contracts Approved Prior to
FY 2007/2008

MANAGER: Darren Kettle

TASK NO. 84408000 I-215 MOUNT VERNON/WASHINGTON INTERCHANGE
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|----------------|----------------------------------|------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$0 |
| Line Item | | | |
| Consulting Fees | 0 | 0 | 325,000 |
| Project Mgmt. Indirect Allocation | 0 | 0 | 2,000 |
| Project Mgmt. Staff | 0 | 0 | 80,000 |
| Total New Budget | \$0 | \$0 | \$407,000 |
| Total Actual/Planned Budget | \$0 | \$0 | \$407,000 |

TASK: 86008000 I-10 LANE ADDITION - REDLANDS

OBJECTIVE: To construct the I-10 Median Lane Addition Project from the I-10/Orange Avenue Interchange to east of Ford Street in the City of Redlands.

ACCOMPLISHMENTS: In February of 2005 the Project was environmentally cleared with a Negative Declaration/Findings of No Significant Impact. The Project Report was finalized in March of 2005. The final design was completed and the construction project began advertising in July and the Board awarded a construction contract to Atkinson Construction in October 2005.

DESCRIPTION: This Task includes the activities necessary to construct the I-10 Median Widening Project from Orange Street to Ford Street such as the construction contract, construction management, construction survey, and materials testing. The construction project was awarded in October 2005 to Atkinson Construction and is scheduled for completion in early 2008.

WORK ELEMENTS:

1. Manage on-going construction activities
2. Continue coordination with cities regarding construction staging provisions and any construction impacts to local traffic.
3. Continue public information and involvement program.

PRODUCT: The product of this job will be a fourth general purpose lane on I-10 through the City of Redlands.

FUNDING

| | | |
|-----------------|---------------------|---|
| SOURCES: | \$ 6,062,083 | Measure I Valley Major Projects Fund |
| | <u>\$ 8,141,000</u> | <u>Surface Transportation Program</u> |
| | <u>\$14,203,083</u> | TOTAL NEW BUDGET |
| | \$ 2,776,000 | Total Anticipated Encumbrances on 06/30/07 |
| | \$ 0 | Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008 |

MANAGER: Darren Kettle

TASK NO. 86008000 I-10 Lane Addition - Redlands
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|----------------|----------------------------------|---------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$2,776,000 |
| Professional Services | | | 731,000 |
| Highway Construction | | | 2,045,000 |
| Line Item | | | |
| Salaries | 0 | 0 | 23,477 |
| Fringe Allocation | 0 | 0 | 16,615 |
| Indirect Allocation | 0 | 0 | 35,991 |
| Building Operating Expenses | 0 | 134,044 | 0 |
| Highway Construction | 0 | 20,509,290 | 11,914,000 |
| Professional Services | 0 | 3,260,376 | 1,716,000 |
| Project Mgmt. Indirect Allocation | 0 | 25,647 | 7,000 |
| Project Mgmt. Staff | 0 | 709,502 | 490,000 |
| Total New Budget | \$0 | \$0 | \$14,203,083 |
| Total Actual/Planned Budget | \$0 | \$24,638,859 | \$16,979,083 |

TASK: 87008000 HUNTS LANE GRADE SEPARATION

OBJECTIVE: The objective of this Task is to design and build the Hunts Lane/Union Pacific Railroad grade separation associated with Alameda Corridor East.

ACCOMPLISHMENTS: In 2003 the Project was placed on hold due to the suspension of Proposition 42 funds. In August of 2005 the Project was activated again. Federal funds were added to the construction phase of the project requiring federal environmental clearance. Most of the environmental technical studies have been re-evaluated and will be submitted for Caltrans Local Assistance concurrence in Spring 2006. Project Development Team meetings were reinitiated in Fall 2005 and a draft maintenance agreement between the two Cities is underway.

DESCRIPTION: This Task includes all activities necessary to design and build the railroad grade separation at Hunts' Lane which is on the city limits of Colton and San Bernardino. This project is funded with Proposition 42/Traffic Congestion Relief Program (TCRP). The TCRP allocations will cover the preliminary engineering, environmental clearances and design phases but will not cover the right of way. Other funding sources include a federal SAFETEA-LU earmark up to \$5 million, and a local measure match. The federal earmark was added in 2005. Work this year will include federal environmental clearance, right of way activities, and continuation of the design.

WORK ELEMENTS:

1. Complete the federal environmental documents.
2. Manage and perform final design.
3. Manage and coordinate right of way acquisition and utility relocation activities.
4. Facilitate the execution of the cooperative maintenance agreement between the Cities of Colton and San Bernardino.
5. Complete Railroad construction and maintenance agreement.

PRODUCT: Completed grade separation at Hunts Lane.

FUNDING

| | | |
|-----------------|------------------|---|
| SOURCES: | \$168,778 | Measure I Valley Major Projects Fund |
| | <u>\$594,000</u> | <u>Traffic Congestion Relief Program</u> |
| | <u>\$762,778</u> | <u>TOTAL NEW BUDGET</u> |
| | \$456,000 | Total Anticipated Encumbrances on 06/30/07 |
| | \$ 0 | Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008 |

MANAGER: Darren Kettle

TASK NO. 87008000 Hunts Lane Grade Separation
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|--------------------|----------------------------------|--------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$456,000 |
| Professional Services | | | 456,000 |
| Line Item | | | |
| Salaries | 0 | 0 | 5,486 |
| Fringe Allocation | 0 | 0 | 3,882 |
| Indirect Allocation | 0 | 0 | 8,410 |
| Consulting Fees | 0 | 0 | 94,000 |
| Office Expense | 4 | 0 | 0 |
| Postage | 41 | 0 | 0 |
| Professional Services | 375,253 | 348,998 | 50,000 |
| Project Mgmt. Indirect Allocation | 0 | 3,419 | 11,000 |
| Project Mgmt. Staff | 0 | 47,300 | 140,000 |
| Right of Way | 311,032 | 2,500,000 | 450,000 |
| ROW Relocation Assist. Program | 1,315,896 | 0 | 0 |
| Total New Budget | \$0 | \$0 | \$762,778 |
| Total Actual/Planned Budget | \$2,002,226 | \$2,899,717 | \$1,218,778 |

TASK: 87108000 STATE STREET/UNIVERSITY PARKWAY GRADE SEPARATION

OBJECTIVE: The objective of this Task is to design and build a railroad grade separation project associated with Alameda Corridor East at State Street/University Parkway on the jurisdictional boundary of the City of San Bernardino and the San Bernardino County unincorporated community of Muscoy.

ACCOMPLISHMENTS: Transportation Congestion Relief Program funds have been secured and allocated for design and right of way for the project; a design consultant has completed a 100% Plans, Specifications & Estimates (PS&E) design package; environmental clearance has been obtained; and right of way acquisition has been completed. A consultant services contract for full-service construction management has been awarded and a construction contract is anticipated to be awarded in Spring 2007.

DESCRIPTION: This Task includes all activities necessary to design and build the railroad grade separation at State Street/University Parkway. This project was initially fully funded with Transportation Congestion Relief Program Funds (TCRP). At present, SANBAG has received TCRP allocations for all phases of the project and will proceed to construction in Spring 2007.

WORK ELEMENTS:

1. Manage on-going construction.
2. Continue public information activities.
3. Continue coordination with the City of San Bernardino and County of San Bernardino regarding construction staging provisions, and any construction impacts to local traffic.
4. Continue coordination of right of way acquisitions and utility relocations.

PRODUCT: Completed grade separation project.

FUNDING

| | | |
|-----------------|---------------------|---|
| SOURCES: | \$ 127,557 | Measure I Valley Major Projects Fund |
| | \$ 140,000 | Hillwood Signal Co-op |
| | <u>\$11,157,000</u> | <u>Traffic Congestion Relief Program</u> |
| | <u>\$11,424,557</u> | <u>TOTAL NEW BUDGET</u> |
| | \$ 2,020,000 | Total Anticipated Encumbrances on 06/30/07 |
| | \$ 0 | Unbudgeted Obligations in Contracts Approved Prior to 2007/2008 |

MANAGER: Darren Kettle

TASK NO. 87108000 State Street/University Parkway Grade Separation
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|----------------|----------------------------------|---------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$2,020,000 |
| Professional Services | | | 2,000,000 |
| Highway Construction | | | 20,000 |
| Line Item | | | |
| Salaries | 0 | 0 | 10,972 |
| Fringe Allocation | 0 | 0 | 7,765 |
| Indirect Allocation | 0 | 0 | 16,820 |
| Highway Construction | 0 | 4,000,000 | 8,350,000 |
| Professional Services | 0 | 1,312,709 | 2,040,000 |
| Printing | 0 | 12,000 | 0 |
| Project Mgmt. Indirect Allocation | 0 | 2,735 | 2,000 |
| Project Mgmt. Staff | 0 | 47,300 | 90,000 |
| Right of Way | 0 | 2,500,000 | 907,000 |
| Total New Budget | \$0 | \$0 | \$11,424,557 |
| Total Actual/Planned Budget | \$0 | \$7,874,744 | \$13,444,557 |

TASK: 87208000 RAMONA AVENUE GRADE SEPARATION

OBJECTIVE: The objective of this Task is to act as lead agency for purposes of construction and construction management for the Ramona Avenue Grade Separation project in the City of Montclair.

ACCOMPLISHMENTS: SANBAG and the City of Montclair have executed a cooperative agreement in which SANBAG assumes lead agency status for the purposes of Construction and Construction Management and the City of Montclair provides upfront funding for project costs. SANBAG has approved construction management team consultant contract. The City is finalizing right of way activities and obligating the various types of funds that are necessary to fund the construction phase of the project.

DESCRIPTION: This Task includes all activities associated with the construction and construction management of the Ramona Avenue Grade Separation Project. It is anticipated that the project will go to construction in Summer/Fall 2007. This project is funded from a multitude of sources including federal demonstration project funds, Congestion Mitigation Air Quality funds, Traffic Congestion Relief Program funds, Public Utilities Commission Funds, City/Redevelopment funds and a contribution from the Union Pacific Railroad.

WORK ELEMENTS:

1. Manage on-going construction.
2. Coordinate with the City of Montclair regarding construction staging provisions, and any construction impacts to local traffic.
3. Continue coordination of right of way acquisitions and utility relocations.

PRODUCT: Completed grade separation project.

FUNDING

| | | |
|-----------------|--------------------|---|
| SOURCES: | \$ 96,557 | Measure I Valley Major Projects Fund |
| | <u>\$5,410,000</u> | <u>Traffic Congestion Relief Program</u> |
| | <u>\$5,506,557</u> | <u>TOTAL NEW BUDGET</u> |
| | \$3,890,000 | Total Anticipated Encumbrances on 06/30/07 |
| | \$ 0 | Unbudgeted Obligations in Contracts Approved Prior to 2007/2008 |

MANAGER: Darren Kettle

TASK NO. 87208000 Ramona Avenue Grade Separation
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|----------------|----------------------------------|--------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$3,890,000 |
| Highway Construction | | | 3,890,000 |
| Line Item | | | |
| Salaries | 0 | 0 | 10,972 |
| Fringe Allocation | 0 | 0 | 7,765 |
| Indirect Allocation | 0 | 0 | 16,820 |
| Highway Construction | 0 | 4,000,000 | 4,110,000 |
| Professional Services | 0 | 1,312,709 | 1,300,000 |
| Printing | 0 | 12,000 | 0 |
| Project Mgmt. Indirect Allocation | 0 | 2,735 | 1,000 |
| Project Mgmt. Staff | 0 | 47,300 | 60,000 |
| Right of Way | 0 | 2,500,000 | 0 |
| Total New Budget | \$0 | \$0 | \$5,506,557 |
| Total Actual/Planned Budget | \$0 | \$7,874,744 | \$9,396,557 |

TASK: 87908000 COLTON CROSSING BNSF/UPRR GRADE SEPARATION

OBJECTIVE: The objective of this task is to complete project development activities to include preliminary engineering and an environmental document for the Colton Crossing Burlington Northern Santa Fe (BNSF)/Union Pacific Railroad (UPRR) railroad over railroad grade separation.

ACCOMPLISHMENTS: In 1999 Caltrans, in collaboration with SANBAG, the Riverside County Transportation Commission, BNSF and UPRR, prepared a Project Study Report (PSR) for the Colton Crossing Grade Separation project. In 2005, in recognition that State funds might be available for preliminary engineering and an environmental document Caltrans along with the other entities prepared Supplemental PSR for this project. The Supplemental was approved in January 2006. Caltrans and California Transportation Commission staff are proposing that \$2.2 million of Interregional Transportation Improvement Program (ITIP) funds be included in the 2006 State Transportation Improvement Program to fund preliminary engineering and environmental document development. The \$2.2 million would be allocated to SANBAG to act as lead agency for these efforts.

DESCRIPTION: This Task includes all activities to initiate project development activities including project management and managing engineering and environmental consultants. Project management functions will be performed by SANBAG's project/program management consultant and will be funded from SANBAG Rail Asset funds. While SANBAG will serve as the project manager, it is anticipated that Caltrans, RCTC, BNSF, UPRR, Metrolink and the City of Colton will be active stakeholders in project development activities. Preliminary engineering and environmental consultant services will be funded entirely from the State ITIP funds that have no local match requirement.

WORK ELEMENTS:

1. Manage preliminary engineering and activities related to the development and evaluation of design alternatives.
2. Manage environmental analysis and studies.

PRODUCT: Completed preliminary engineering to a design level of approximately 30% and final environmental document.

FUNDING

| | | |
|-----------------|-------------------|---|
| SOURCES: | \$ 38,000 | Rail Assets |
| | \$ 59,000 | Measure I Valley Major Projects Fund |
| | <u>\$ 472,000</u> | <u>Interregional Improvement Program Funds</u> |
| | <u>\$ 569,000</u> | <u>TOTAL NEW BUDGET</u> |
| | \$1,050,000 | Total Anticipated Encumbrances on 06/30/07 |
| | \$ 0 | Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008 |

MANAGER: Darren Kettle

TASK NO. 87908000 Colton Crossing BNSF/UPRR Grade Separation
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|----------------|----------------------------------|--------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$1,050,000 |
| Consulting Fees | | | 1,050,000 |
| Line Item | | | |
| Consulting Fees | 0 | 1,000,000 | 450,000 |
| Project Mgmt. Indirect Allocation | 0 | 0 | 9,000 |
| Project Mgmt. Staff | 0 | 50,000 | 110,000 |
| Total New Budget | \$0 | \$0 | \$569,000 |
| Total Actual/Planned Budget | \$0 | \$1,050,000 | \$1,619,000 |

TASK: 88008000 I-15/I-215 DEVORE INTERCHANGE

OBJECTIVE: The objective of this task for Fiscal Year 2007/08 is to make substantial progress towards completing preliminary project development activities for the replacement of the Interstate 15/Interstate 215 Devore Interchange.

ACCOMPLISHMENTS: In late 2005, the Board received the Interstate 15 Comprehensive Corridor Study. The Study was undertaken in order to address current and forecasted future travel needs along the I-15 corridor between the State Route 60 interchange and the Mojave River Crossing in Victorville. One of the areas of focus for the Study was the Interstate 15/Interstate 215 Devore Interchange which has become a notorious bottleneck creating substantial congestion on Interstate 15. In the winter of 2006, the Board approved a funding strategy in which current Measure I advances available Valley Major Projects funds to initiate project development activities for the Devore Interchange Project. The advanced funds would be repaid by the "Cajon Pass Program" of Measure I 2010-2040 in the first 2-3 years of the new Measure.

DESCRIPTION: In the Board's action receiving the Study, the Board emphasized the need to initiate project development activities for this project. It is anticipated that an Engineering/Environmental consultant team will be under contract in summer 2007 and will first prepare a Project Study Report to be followed by a Project Report and Environmental Document. The Project Study Report is estimated to be complete by Summer/Fall of 2008.

WORK ELEMENTS:

1. Manage consultant team responsible for drafting Project Study Report.
2. Continue construction funding strategy discussions given project cost escalation.

PRODUCT: The initial product of this Task will be an approved Project Study Report. Subsequent products will include an approved environmental document and preliminary engineering.

FUNDING

| | | |
|-----------------|------------------|---|
| SOURCES: | <u>\$565,000</u> | <u>Measure I Valley Major Projects Fund</u> |
| | <u>\$565,000</u> | <u>TOTAL NEW BUDGET</u> |
| | \$500,000 | Total Anticipated Encumbrances on 06/30/07 |
| | \$ 0 | Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008 |

MANAGER: Darren Kettle

TASK NO. 88008000 I-15/I-215 Devore Interchange
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

| | 2005/06 Actual | 2006/07 Budget As of 02/07/07 | 2007/08 Proposed |
|------------------------------------|----------------|----------------------------------|--------------------|
| Anticipated Encumbrances | \$0 | \$0 | \$500,000 |
| Consulting Fees | | | 500,000 |
| Line Item | | | |
| Consulting Fees | 0 | 0 | 500,000 |
| Professional Services | 0 | 450,000 | 0 |
| Project Mgmt. Indirect Allocation | 0 | 2,500 | 5,000 |
| Project Mgmt. Staff | 0 | 47,500 | 60,000 |
| Total New Budget | \$0 | \$0 | \$565,000 |
| Total Actual/Planned Budget | \$0 | \$500,000 | \$1,065,000 |

SANBAG Acronym List

1 of 2

| | |
|----------|--|
| AB | Assembly Bill |
| ACE | Alameda Corridor East |
| ACT | Association for Commuter Transportation |
| ADA | Americans with Disabilities Act |
| APTA | American Public Transportation Association |
| AQMP | Air Quality Management Plan |
| ATMIS | Advanced Transportation Management Information Systems |
| BAT | Barstow Area Transit |
| CAC | Call Answering Center |
| CALACT | California Association for Coordination Transportation |
| CALCOG | California Association of Councils of Governments |
| CALSAFE | California Committee for Service Authorities for Freeway Emergencies |
| CALTRANS | California Department of Transportation |
| CARB | California Air Resources Board |
| CEQA | California Environmental Quality Act |
| CHP | California Highway Patrol |
| CMAQ | Congestion Mitigation and Air Quality |
| CMP | Congestion Management Program |
| CNG | Compressed Natural Gas |
| COG | Council of Governments |
| CSAC | California State Association of Counties |
| CTA | California Transit Association |
| CTAA | Community Transportation Association of America |
| CTC | California Transportation Commission |
| CTC | County Transportation Commission |
| CTP | Comprehensive Transportation Plan |
| DMO | Data Management Office |
| DOT | Department of Transportation |
| E&H | Elderly and Handicapped |
| EIR | Environmental Impact Report |
| EIS | Environmental Impact Statement |
| EPA | United States Environmental Protection Agency |
| ETC | Employee Transportation Coordinator |
| FEIS | Final Environmental Impact Statement |
| FHWA | Federal Highway Administration |
| FSP | Freeway Service Patrol |
| FTA | Federal Transit Administration |
| FTIP | Federal Transportation Improvement Program |
| GFOA | Government Finance Officers Association |
| GIS | Geographic Information Systems |
| HOV | High-Occupancy Vehicle |
| ICMA | International City/County Management Association |
| ICTC | Interstate Clean Transportation Corridor |
| IEEP | Inland Empire Economic Partnership |
| ISTEA | Intermodal Surface Transportation Efficiency Act of 1991 |
| IIP/ITIP | Interregional Transportation Improvement Program |
| ITS | Intelligent Transportation Systems |
| IVDA | Inland Valley Development Agency |
| JARC | Job Access Reverse Commute |
| LACMTA | Los Angeles County Metropolitan Transportation Authority |
| LNG | Liquefied Natural Gas |
| LTF | Local Transportation Funds |
| MAGLEV | Magnetic Levitation |
| MARTA | Mountain Area Regional Transportation Authority |
| MBTA | Morongo Basin Transit Authority |
| MDAB | Mojave Desert Air Basin |
| MDAQMD | Mojave Desert Air Quality Management District |
| MIS | Major Investment Study |
| MOU | Memorandum of Understanding |

SANBAG Acronym List

2 of 2

| | |
|---------|---|
| MPO | Metropolitan Planning Organization |
| MSRC | Mobile Source Air Pollution Reduction Review Committee |
| MTP | Metropolitan Transportation Plan |
| NAT | Needles Area Transit |
| OA | Obligation Authority |
| OCTA | Orange County Transportation Authority |
| OWP | Overall Work Program |
| PA&ED | Project Approval and Environmental Document |
| PASTACC | Public and Specialized Transportation Advisory and Coordinating Council |
| PDT | Project Development Team |
| PPM | Planning, Programming and Monitoring Funds |
| PSR | Project Study Report |
| PTA | Public Transportation Account |
| PVEA | Petroleum Violation Escrow Account |
| RCTC | Riverside County Transportation Commission |
| RDA | Redevelopment Agency |
| RFP | Request for Proposal |
| RIP | Regional Improvement Program |
| ROD | Record of Decision |
| RTAC | Regional Transportation Agencies' Coalition |
| RTIP | Regional Transportation Improvement Program |
| RTP | Regional Transportation Plan |
| RTPA | Regional Transportation Planning Agencies |
| SB | Senate Bill |
| SAFE | Service Authority for Freeway Emergencies |
| SANBAG | San Bernardino Associated Governments |
| SCAB | South Coast Air Basin |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SCRRA | Southern California Regional Rail Authority |
| SED | Socioeconomic Data |
| SHA | State Highway Account |
| SHOPP | State Highway Operations and Protection Program |
| SOV | Single-Occupant Vehicle |
| SRTP | Short Range Transit Plan |
| STAF | State Transit Assistance Funds |
| STIP | State Transportation Improvement Program |
| STP | Surface Transportation Program |
| TAC | Technical Advisory Committee |
| TCM | Transportation Control Measure |
| TCRP | Traffic Congestion Relief Program |
| TDA | Transportation Development Act |
| TEA | Transportation Enhancement Activities |
| TEA-21 | Transportation Equity Act for the 21 st Century |
| TIA | Traffic Impact Analysis |
| TMC | Transportation Management Center |
| TMEF | Traffic Management and Environmental Enhancement |
| TOC | Traffic Operations Center |
| TOPRS | Transit Operator Performance Reporting System |
| TSM | Transportation Systems Management |
| USFWS | United States Fish and Wildlife Service |
| UZAs | Urbanized Areas |
| VCTC | Ventura County Transportation Commission |
| VVTA | Victor Valley Transit Authority |
| WRCOG | Western Riverside Council of Governments |

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996